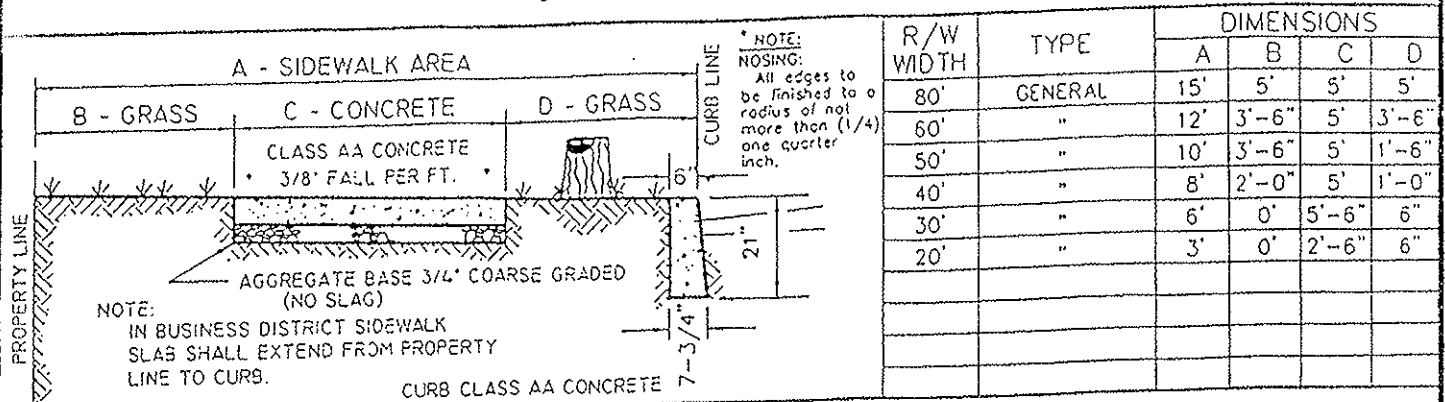


CURB ^A_N_D SIDEWALK STANDARDS

- PERMITS:**
- Warrant of Survey: A Warrant of Survey will be required to establish the proper line and grade of the curb to be installed.
 - Work Order: A Work Order must be obtained prior to the start of any work in the public right of way within the City of Allentown.
 - Crossovers: Application for Residential, Commercial or Industrial Crossovers must be obtained from the Bureau of Engineering prior to starting work.

ALL OF THE ABOVE PERMITS CAN BE OBTAINED FROM THE BUREAU OF ENGINEERING THIRD FLOOR, 641 SOUTH TENTH STREET, ALLENTOWN, PA. 18103.

- CURB:**
- Forms: Curb forms, preferably steel forms. Other material shall be smooth, free from warp and must be rigid enough to resist springing out of shape.
 - Dimensions: Curb shall be 21 inches in depth, 6" at the top and 7-3/4" at the base.
 - Joints: All curb shall be cut clear through so it consists of sections ten (10') feet in length.
 - Expansion Joints: Expansion joints shall be placed at the ends of all radii, along all structures or as directed by the Engineer. Expansion shall be pre-molded bituminous material of at least 3/8" of an inch in thickness.

MATERIAL: All concrete used for the construction of curb shall be Class AA Concrete and shall meet the PennDOT Specifications Form 408 and the latest revisions.

FINISH: After concrete is placed into the forms it shall be puddled and spaded thoroughly so as to insure a proper mixture, eliminating air pockets and creating uniform and smooth sides. Before the concrete has thoroughly set and while the concrete is still green the forms shall be removed. The face shall be checked for honeycomb or large air holes (1/4" or larger). Areas affected shall be grouted in with a 50/50% mix of sand and cement and given a steel trowel finish. If the surface is unsatisfactory, the entire top 8" of the face shall be hand rubbed. Plastering or the adding of water are not permitted to achieve the final finish unless authorized by the City Engineer.

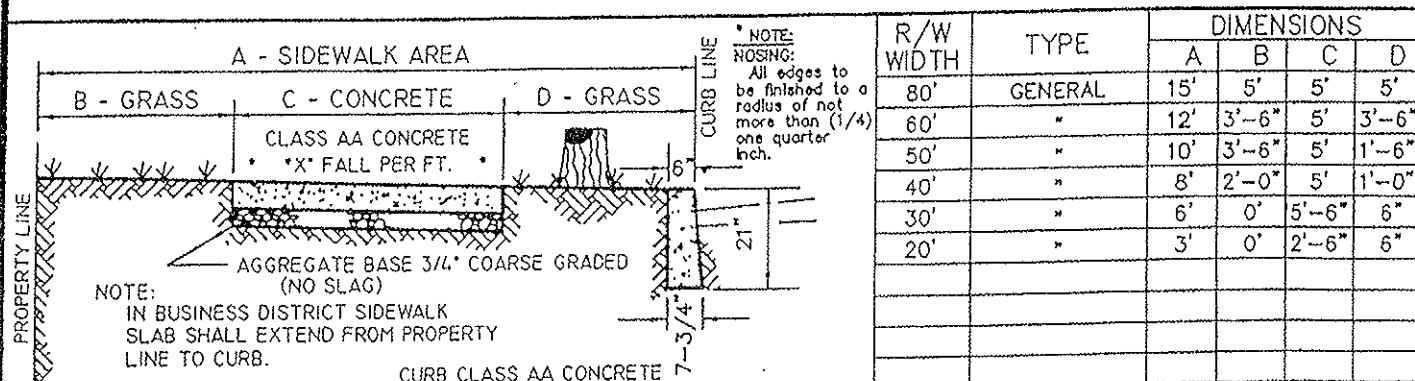
CROSSOVERS: (Same as on Sidewalk)

INSPECTIONS: (Same as on Sidewalk)

STANDARDS

CURB AND SIDEWALK

CITY OF ALLENTOWN, PA.
DEPARTMENT OF PUBLIC WORKS



*X = 3/8"/FT FOR REPLACEMENT SLABS IN EXISTING SIDEWALK.
X = 1/4"/FT FOR NEW DEVELOPMENT SIDEWALK.

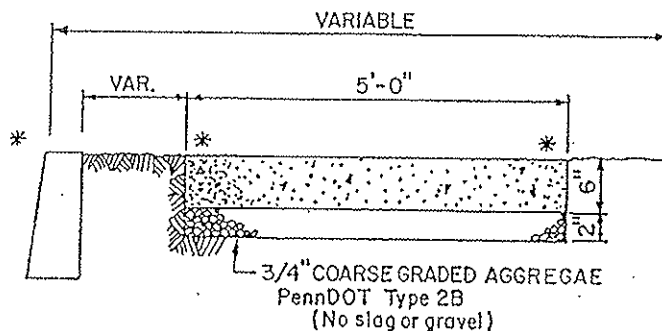
PERMITS: Prior to the start of work, a WORK ORDER must be obtained from the Bureau of Engineering, authorizing the work to be performed.

- SIDEWALK:**
- A. Dimensions: Sidewalk blocks shall have an area of 25 square feet (5'x5'). Slabs having an area of more than 100 square feet shall be reinforced with wire fabric.
 - B. Concrete Depth: The depth of the concrete slab can be one of the three (3) approved types. They are:
 1. Type #6: Six (6") inches of Class AA concrete on two (2") inches of 3/4" course graded stone bed on tamped earth.
 2. Type #5: Five (5") inches of Class AA concrete on three (3") inches of 3/4" course graded stone bed on tamped earth.
 3. Type #4: Four (4") inches of Class AA concrete on four (4") inches of 3/4" course graded stone bed on tamped earth.
 - C. Slope: In general the pitch or slope of the sidewalk from the curb to the property line shall be three--eighths (3/8") of an inch per foot ascending from the curb line. At intersecting streets, warping may be used to conform to the intersecting grades.
 - D. Expansion: Expansion joints shall be placed at intersections and structures, or as directed by the Engineer. Expansion shall be pre-molded bituminous material of at least 3/8 of an inch in thickness.
 - E. Finish: The concrete must be puddled for proper mixture and elimination of air pockets. The finished surface can either be a wooden float or a soft broom finish.

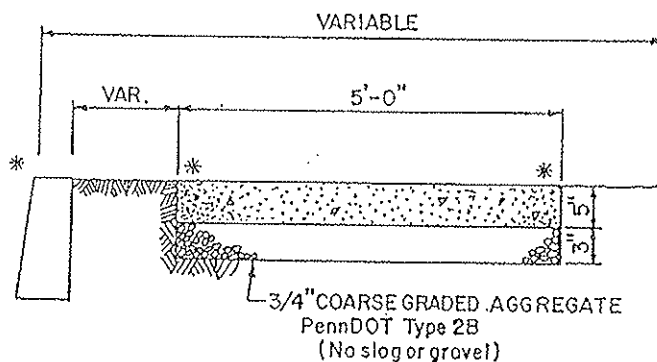
CROSSOVERS: Applications for Residential, Commercial or Industrial Crossovers must be obtained from the Bureau of Engineering prior to starting work. (Refer to Crossovers Application for Specifications and Standards).

INSPECTION: All work performed in the public right of way within the City of Allentown is subject to inspection by the Bureau of Engineering. An inspection slip MUST BE OBTAINED prior to the placement of any concrete. The Bureau of Engineering will issue the necessary releases. Call 437-7589 or 437-7596 for an inspector. Work performed without the necessary release will be subject to removal at the Contractor's expense.

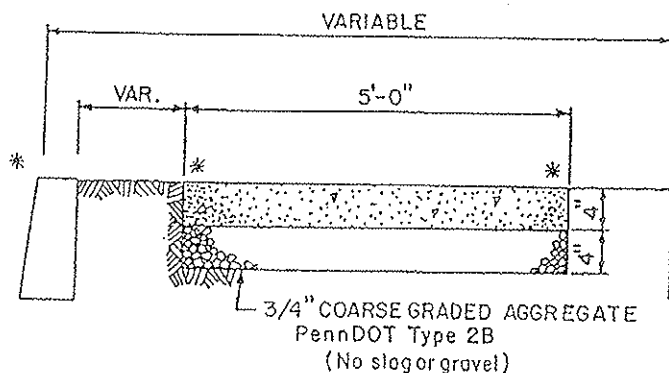
TYPE "6" (6" CONCRETE ON A "2" AGGREGATE BASE)



TYPE "5" (5" CONCRETE ON A "3" AGGREGATE BASE)



TYPE "4" (4" CONCRETE ON A "4" AGGREGATE BASE)



* NOTE: The NOSING on all edges shall be finished to a radius of not more than one-quarter ($\frac{1}{4}$) inch.

REV. 2/5/93
REV. 1/6/82

CITY OF ALLENTOWN, PA.
DEPT. OF PUBLIC WORKS-ENGINEERING

TYPICAL SECTIONS THREE VARIOUS
TYPES CONCRETE SIDEWALK

DATE
MAY '81

SCALE
NO SCALE

DEPT. DIR. & CITY ENG: NEAL E. KERN
MANAGER OF ENG: RONALD CACIOLA

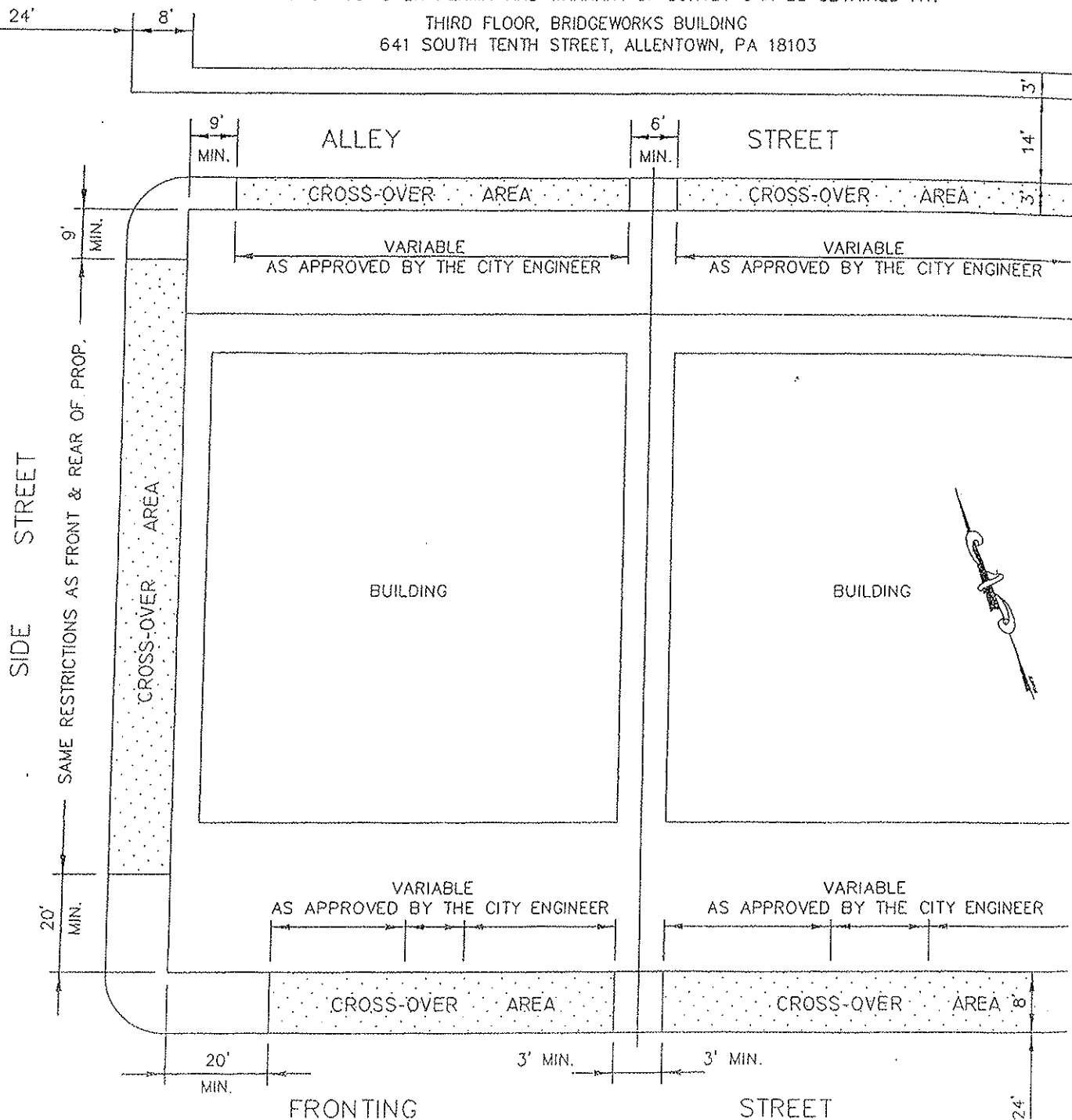
APPLICANT MUST OBTAIN THE FOLLOWING:

1. CROSS-OVER APPLICATION FOR PERMIT.
2. WARRANT OF SURVEY FOR CURB (WHERE NEEDED).

NOTE: CROSS-OVER APPLICATION SHOULD BE OBTAINED AT THE SAME TIME THAT APPLICATION FOR BUILDING PERMIT IS MADE.

THE CROSS-OVER PERMIT AND WARRANT OF SURVEY CAN BE OBTAINED AT:

THIRD FLOOR, BRIDGEWORKS BUILDING
641 SOUTH TENTH STREET, ALLENTOWN, PA 18103

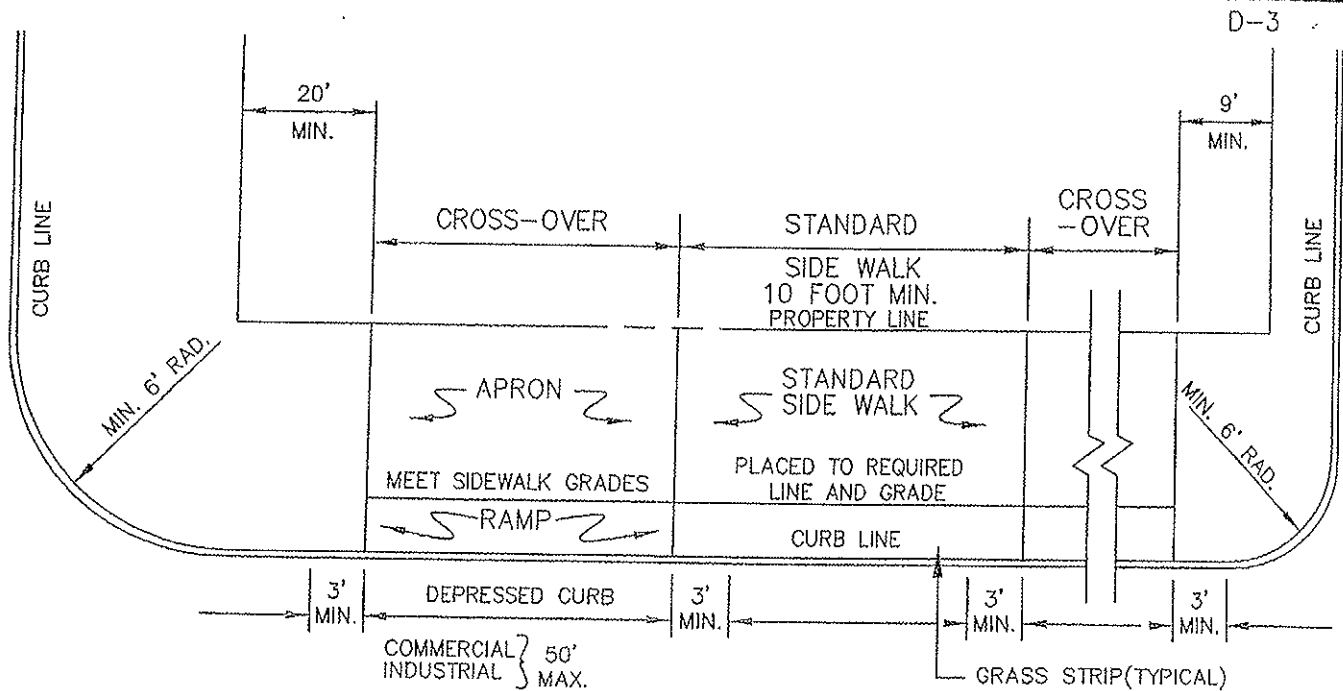


CITY OF ALLENTOWN, PA.
DEPT. OF PUBLIC WORKS
BUREAU OF ENGINEERING

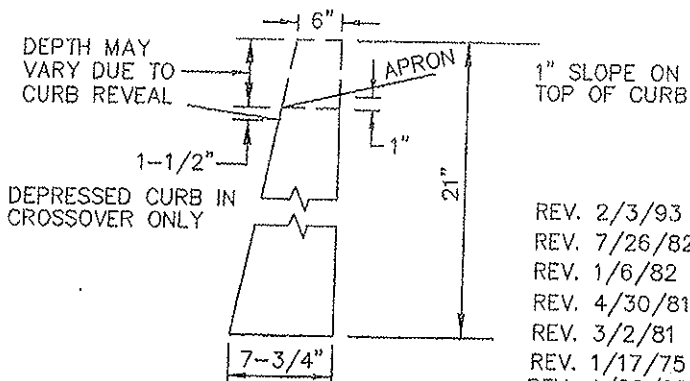
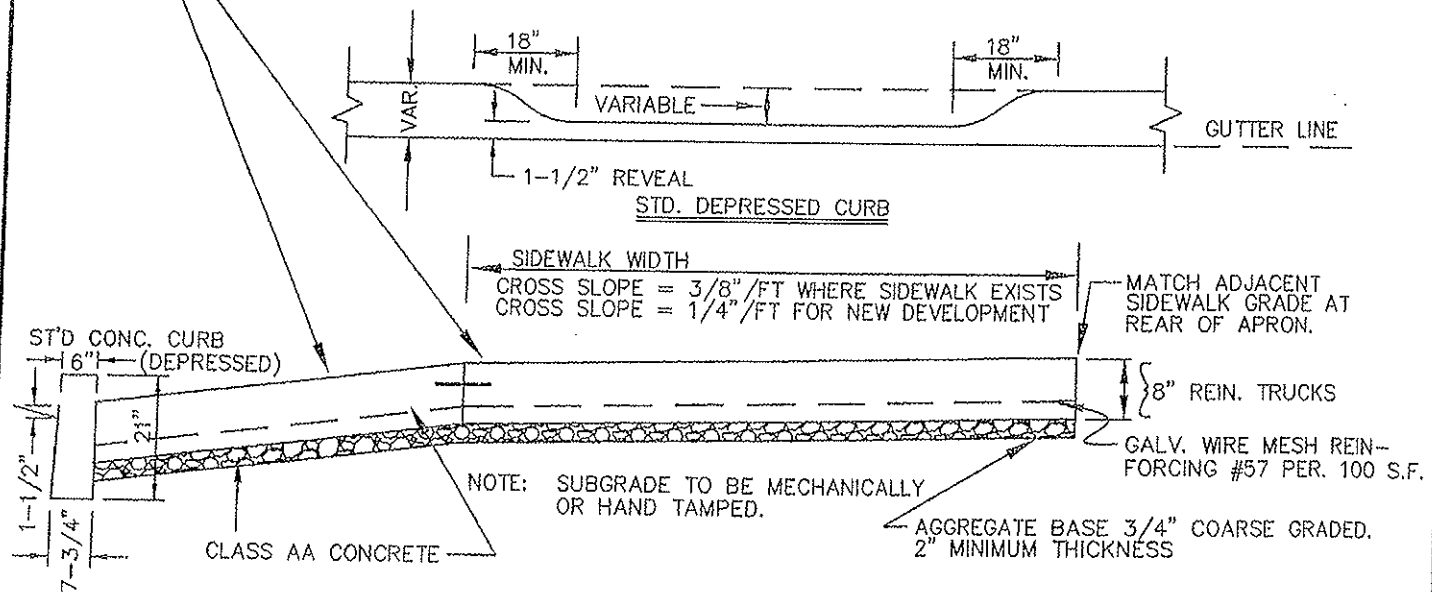
COMMERCIAL & INDUSTRIAL
REQUIREMENTS FOR CROSS-OVERS

REV. 1/22/85
REV. 1/6/82
REV. 3/2/81

DATE 4/15/98	SCALE NONE	DWN. BY NJM	DEPT. DIRECTOR NEAL E. KERN
			PAVING ENGINEER HAROLD NEFF



SIDEWALK AND RAMP CONSTRUCTED IN 2 SEPERATE POURS, PROVIDE 12" LONG #4 REBAR DOWELS @ 12" ON CENTER ALONG RAMP/WALK INTERFACE.



REV. 2/3/93
REV. 7/26/82
REV. 1/6/82
REV. 4/30/81
REV. 3/2/81
REV. 1/17/75
REV. 4/22/08

CITY OF ALLENTOWN, PA.
DEPT. OF PUBLIC WORKS
BUREAU OF ENGINEERING

COMMERCIAL & INDUSTRIAL
REQUIREMENTS FOR CROSS-OVERS

DATE	SCALE	DWN. BY	DEPT. DIRECTOR
11/2004	NONE	RLS	NEAL E. KERN
			PAVING ENGINEER
			HAROLD NEFF

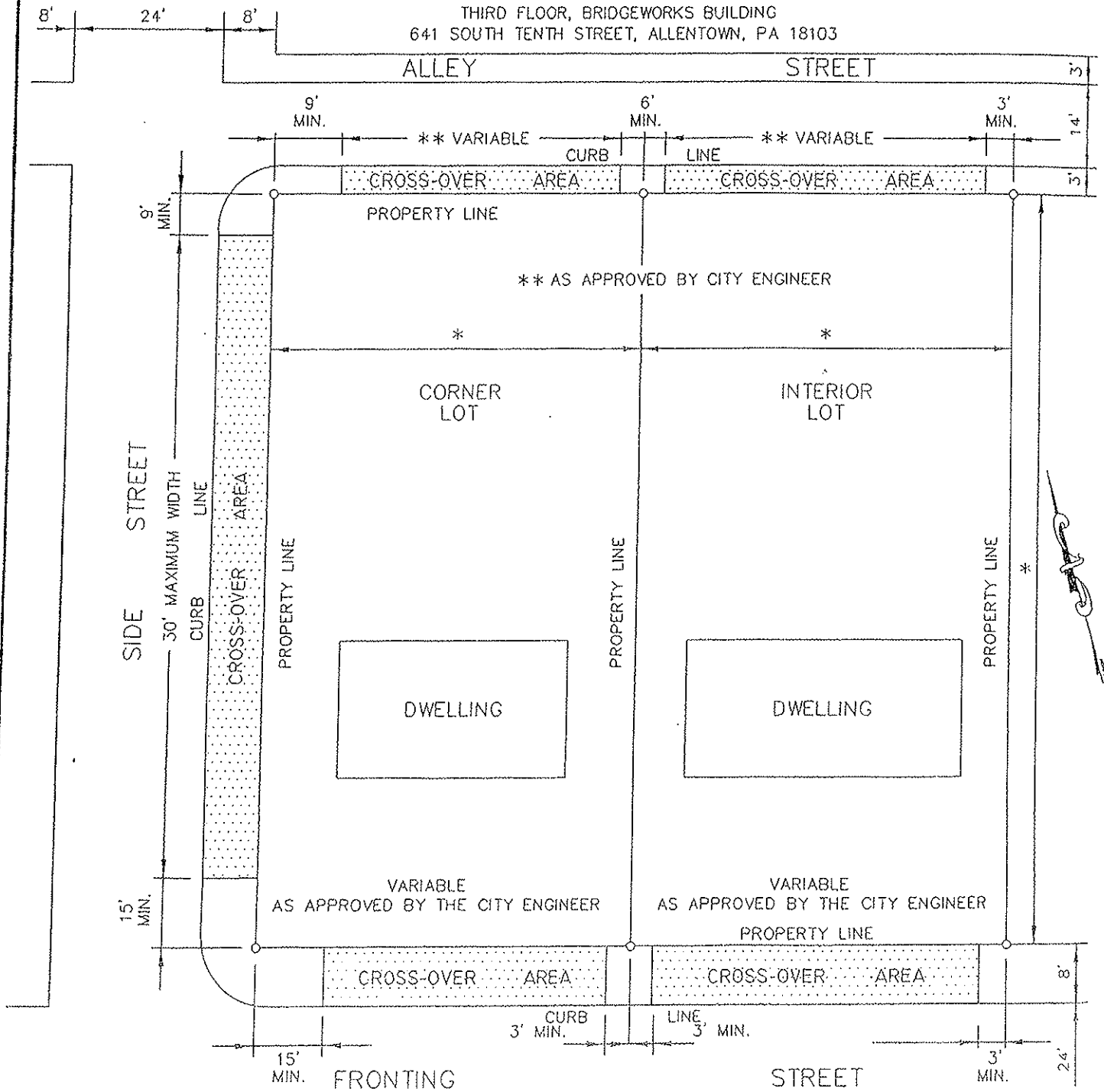
APPLICANT MUST OBTAIN THE FOLLOWING:

1. CROSS-OVER APPLICATION FOR PERMIT.
2. WARRANT OF SURVEY FOR CURB (WHERE NEEDED).

NOTE: CROSS-OVER APPLICATION SHOULD BE OBTAINED AT THE SAME TIME THAT APPLICATION FOR BUILDING PERMIT IS MADE.

THE CROSS-OVER PERMIT AND WARRANT OF SURVEY CAN BE OBTAINED AT:

THIRD FLOOR, BRIDGEWORKS BUILDING
641 SOUTH TENTH STREET, ALLENTOWN, PA 18103

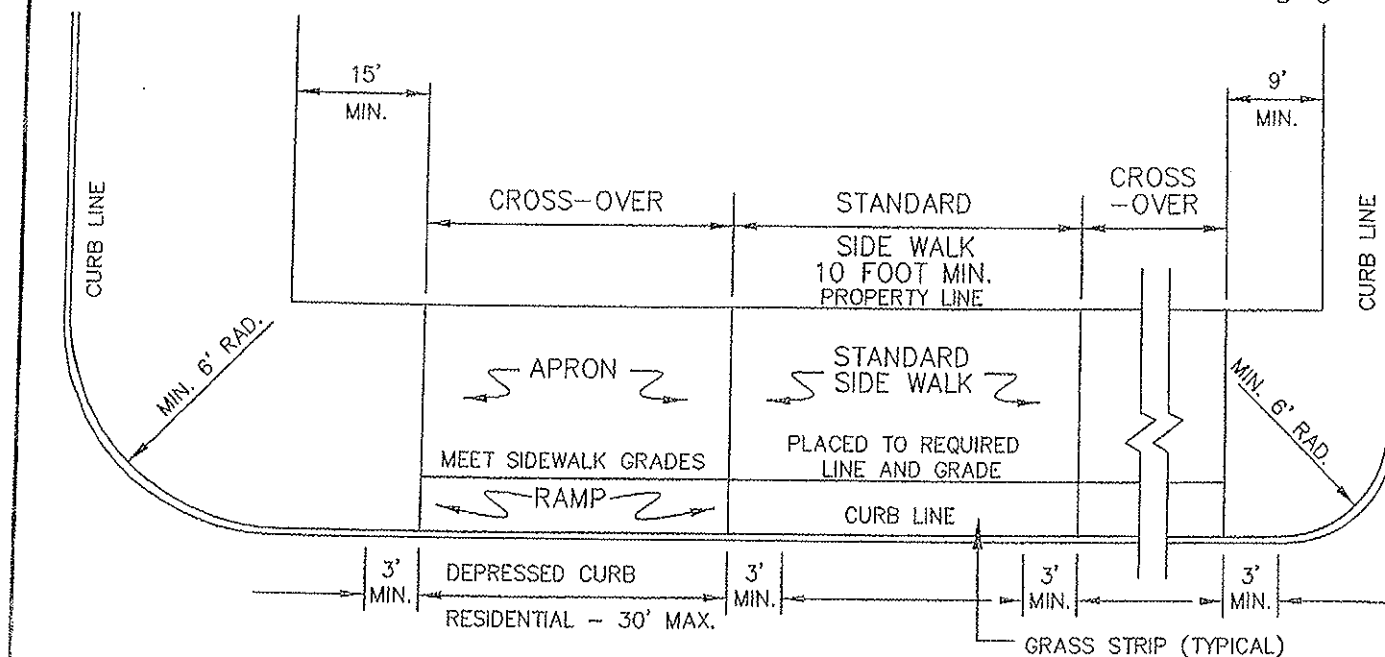


CITY OF ALLENTOWN, PA.
DEPT. OF PUBLIC WORKS
BUREAU OF ENGINEERING

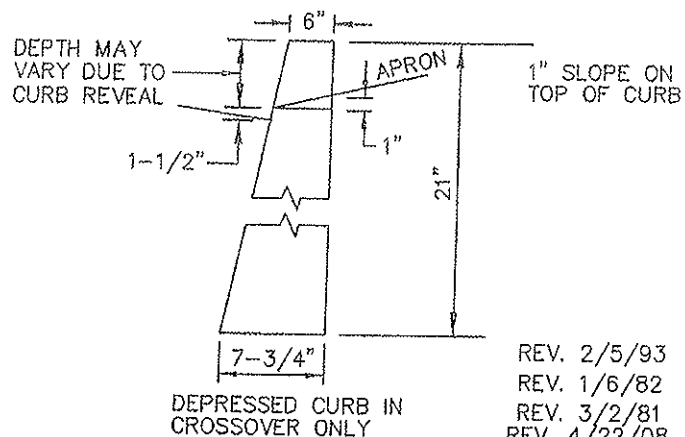
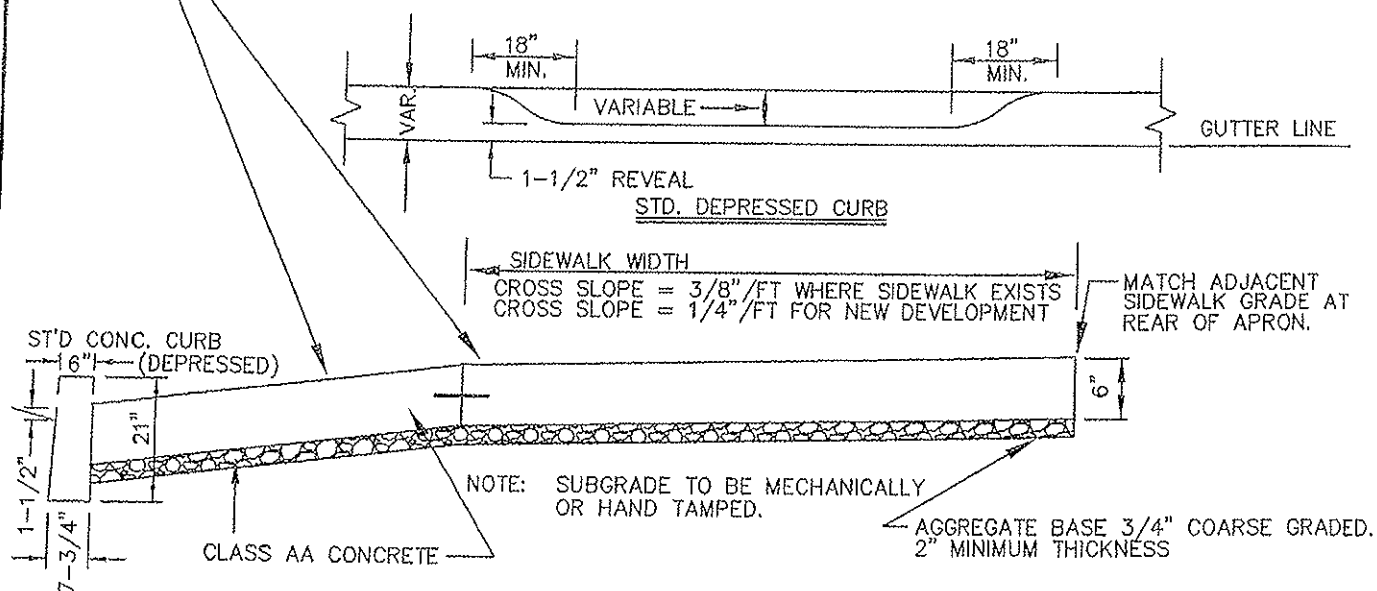
RESIDENTIAL
REQUIREMENTS FOR CROSS-OVERS

REV. 1/22/85
REV. 1/6/82
REV. 3/2/81

DATE	SCALE	DWN. BY	DEPT. DIRECTOR
4/16/98	NONE	NJM	NEAL E. KERN
			PAVING ENGINEER HAROLD NEFF



SIDEWALK AND RAMP CONSTRUCTED IN 2 SEPARATE POURS, PROVIDE 12" LONG #4 REBAR DOWELS @ 12" ON CENTER ALONG RAMP/WALK INTERFACE.



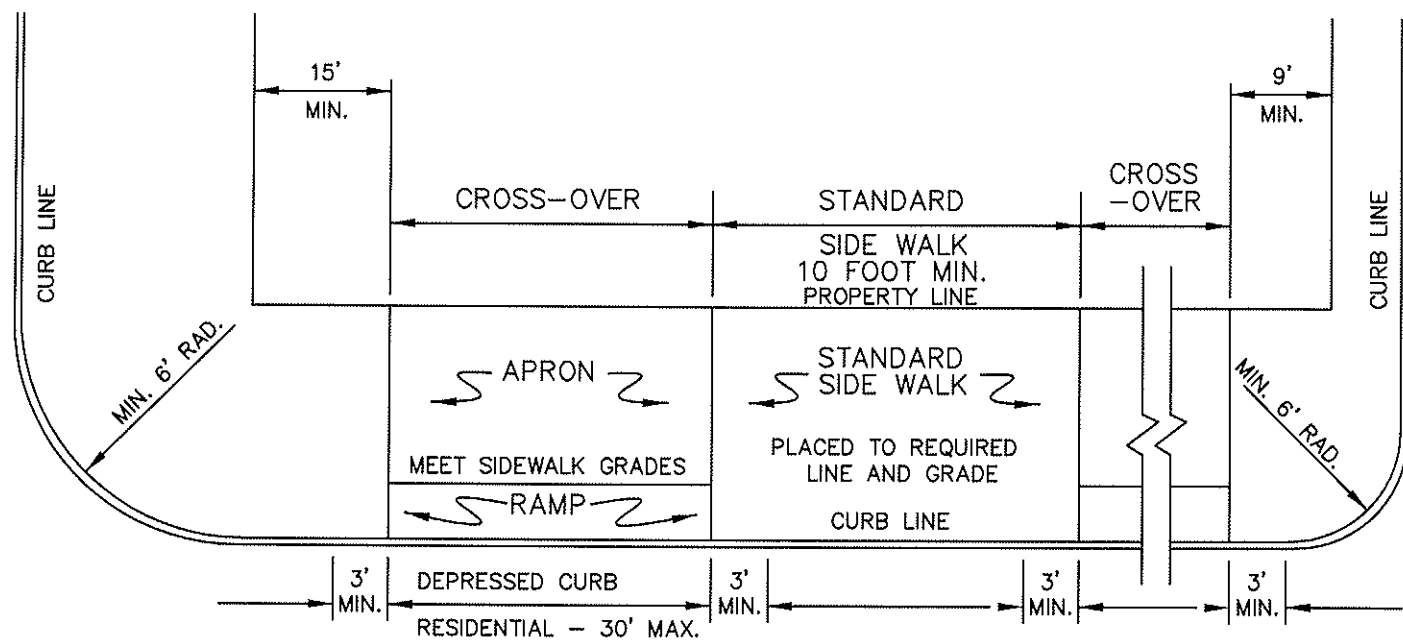
REV. 2/5/93
REV. 1/6/82
REV. 3/2/81
REV. 4/22/08

CITY OF ALLENTOWN, PA.
DEPT. OF PUBLIC WORKS
BUREAU OF ENGINEERING

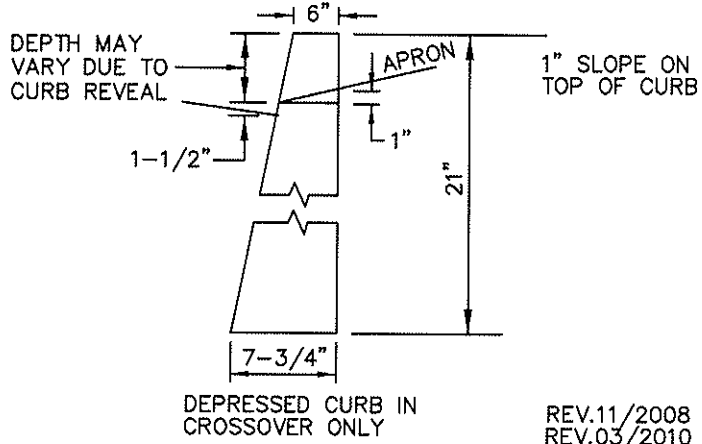
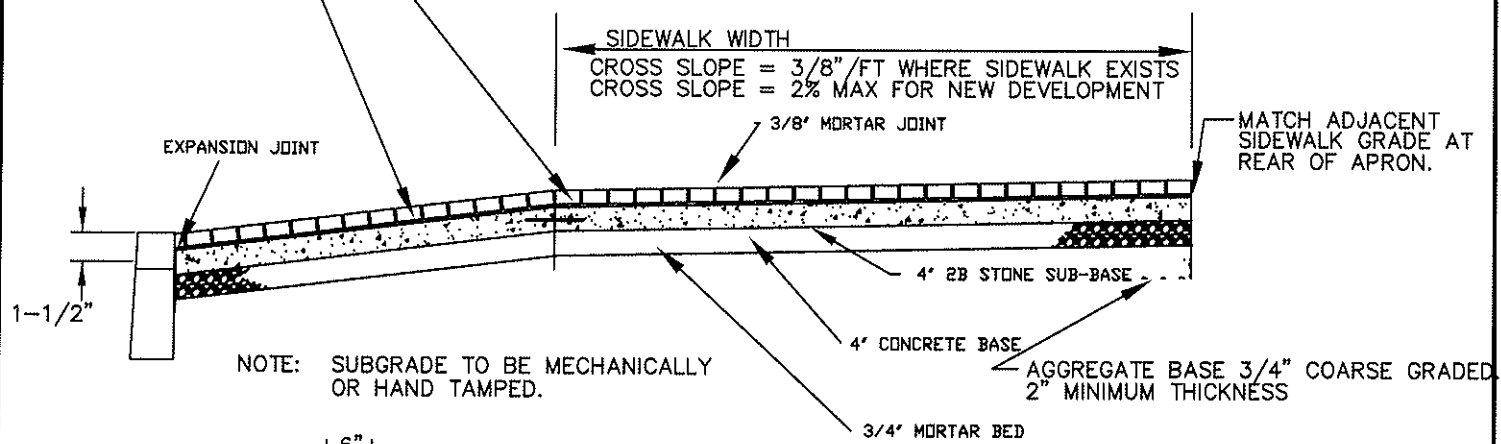
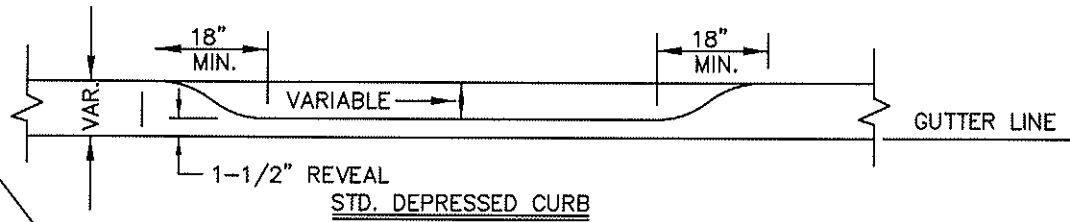
RESIDENTIAL STANDARD
DRIVEWAYS AND CROSS-OVERS

DATE	SCALE	DWN. BY	DEPT. DIRECTOR
11/2004	NONE	RLS	NEAL E. KERN
			PAVING ENGINEER
			HAROLD NEFF

D-5A



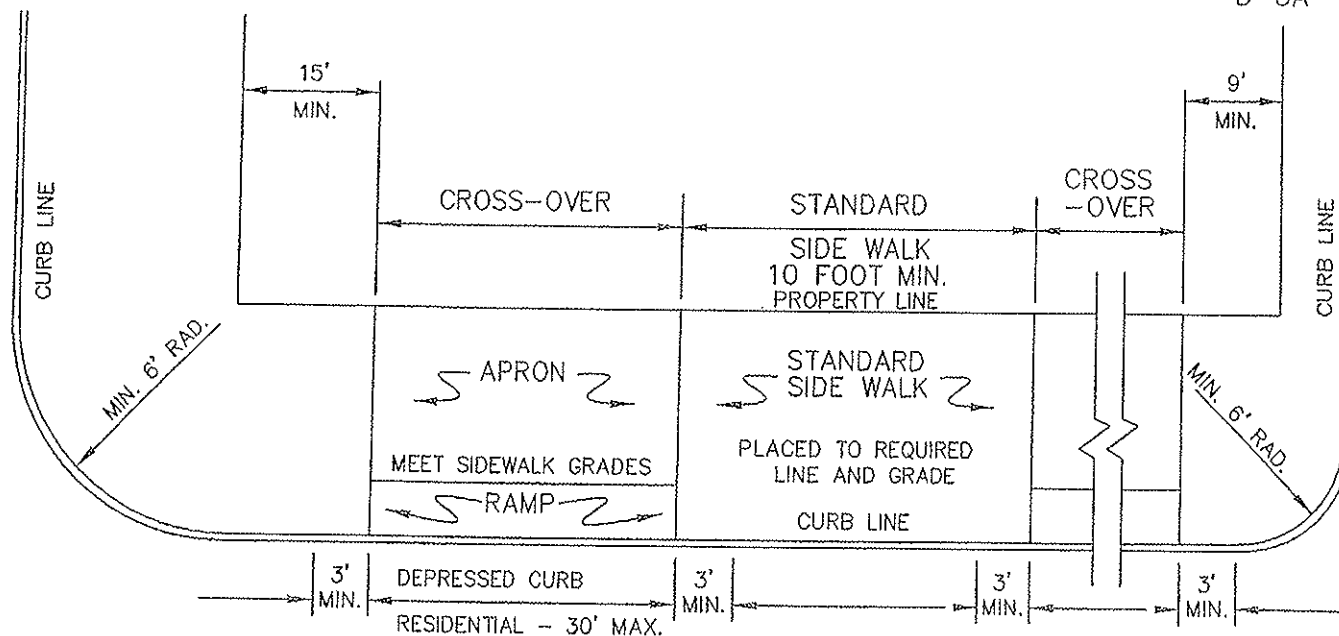
SIDEWALK AND RAMP CONSTRUCTED IN 2 SEPERATE POURS, PROVIDE 12" LONG #4 REBAR DOWELS @ 12" ON CENTER ALONG RAMP/WALK INTERFACE.



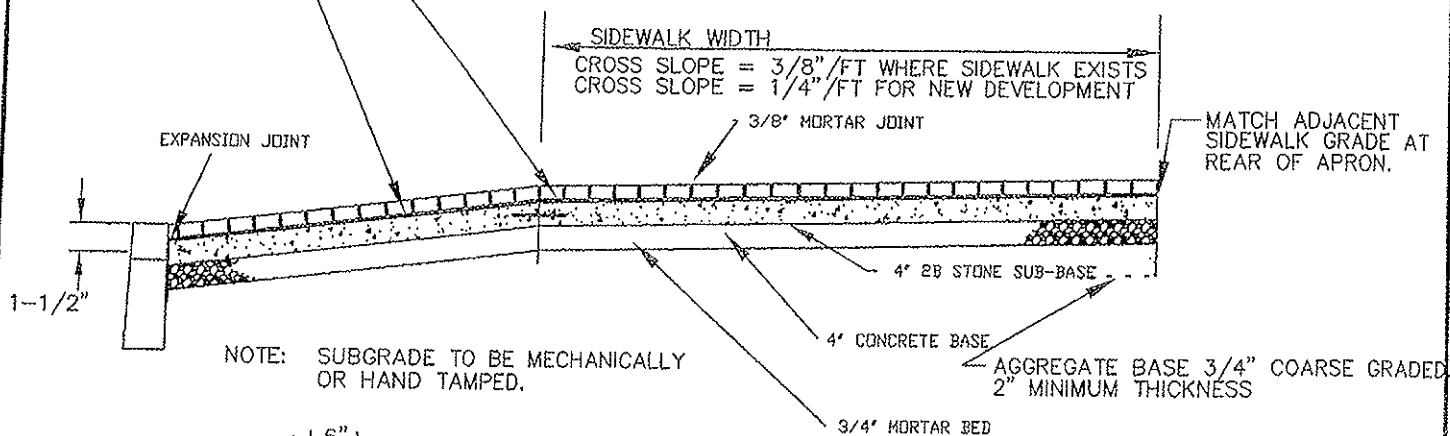
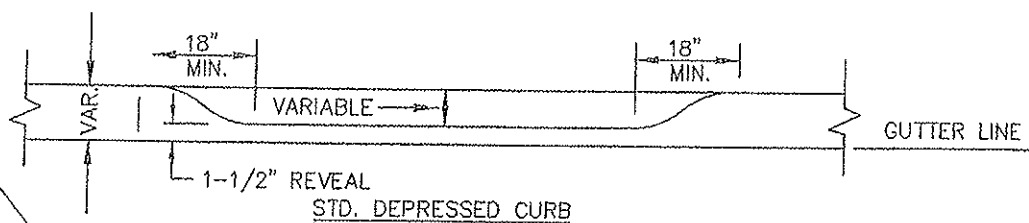
CITY OF ALLENTOWN, PA. DEPT. OF PUBLIC WORKS BUREAU OF ENGINEERING			
RESIDENTIAL STANDARD BRICK DRIVEWAYS AND CROSSOVERS			
DATE 11/2004	SCALE NONE	DWN. BY RLS	DEPT. DIRECTOR NEAL E. KERN
			PAVING ENGINEER RONALD ZWEIFEL

REV.11/2008
REV.03/2010

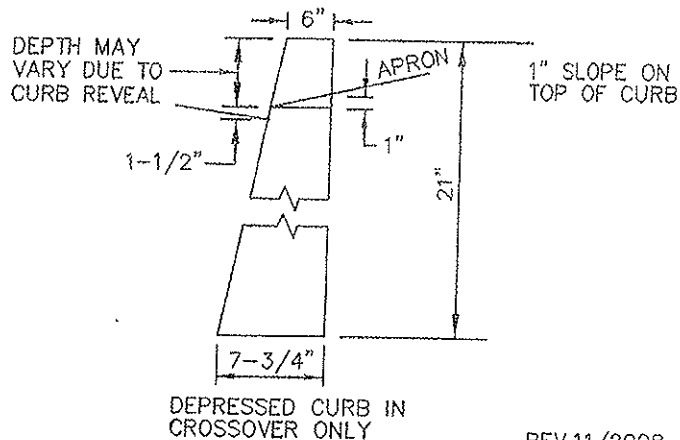
D-5A



SIDEWALK AND RAMP CONSTRUCTED IN 2 SEPERATE POURS, PROVIDE 12" LONG #4 REBAR DOWELS @ 12" ON CENTER ALONG RAMP/WALK INTERFACE.



NOTE: SUBGRADE TO BE MECHANICALLY OR HAND TAMPED.



CITY OF ALLENTOWN, PA.
DEPT. OF PUBLIC WORKS
BUREAU OF ENGINEERING

RESIDENTIAL STANDARD
BRICK DRIVEWAYS AND CROSSOVERS

DATE 11/2004	SCALE NONE	DWN. BY RLS	DEPT. DIRECTOR NEAL E. KERN
			PAVING ENGINEER RONALD ZWEIFEL

REV.11/2008

CITY OF ALLENTOWN, PA
CROSSOVER APPLICATION

- ☐ WARRANT OF SURVEY NO. _____
☐ WORK ORDER NO. _____
☐ RESIDENTIAL CROSSOVER FEE _____
☐ COMMERCIAL CROSSOVER FEE _____

Dept. of Public Works
CITY OF ALLENTOWN
BRIDGEWORKS
641 SOUTH 10TH STREET 3RD FL
ALLENTOWN PA 18103-3173

Date _____

I hereby request permission to construct _____ crossover(s) in the width of _____ feet to be used as an entrance and exit to a _____ located at _____.

CONTRACTOR

OWNER

Name

Name

Address

Address

Phone

Phone

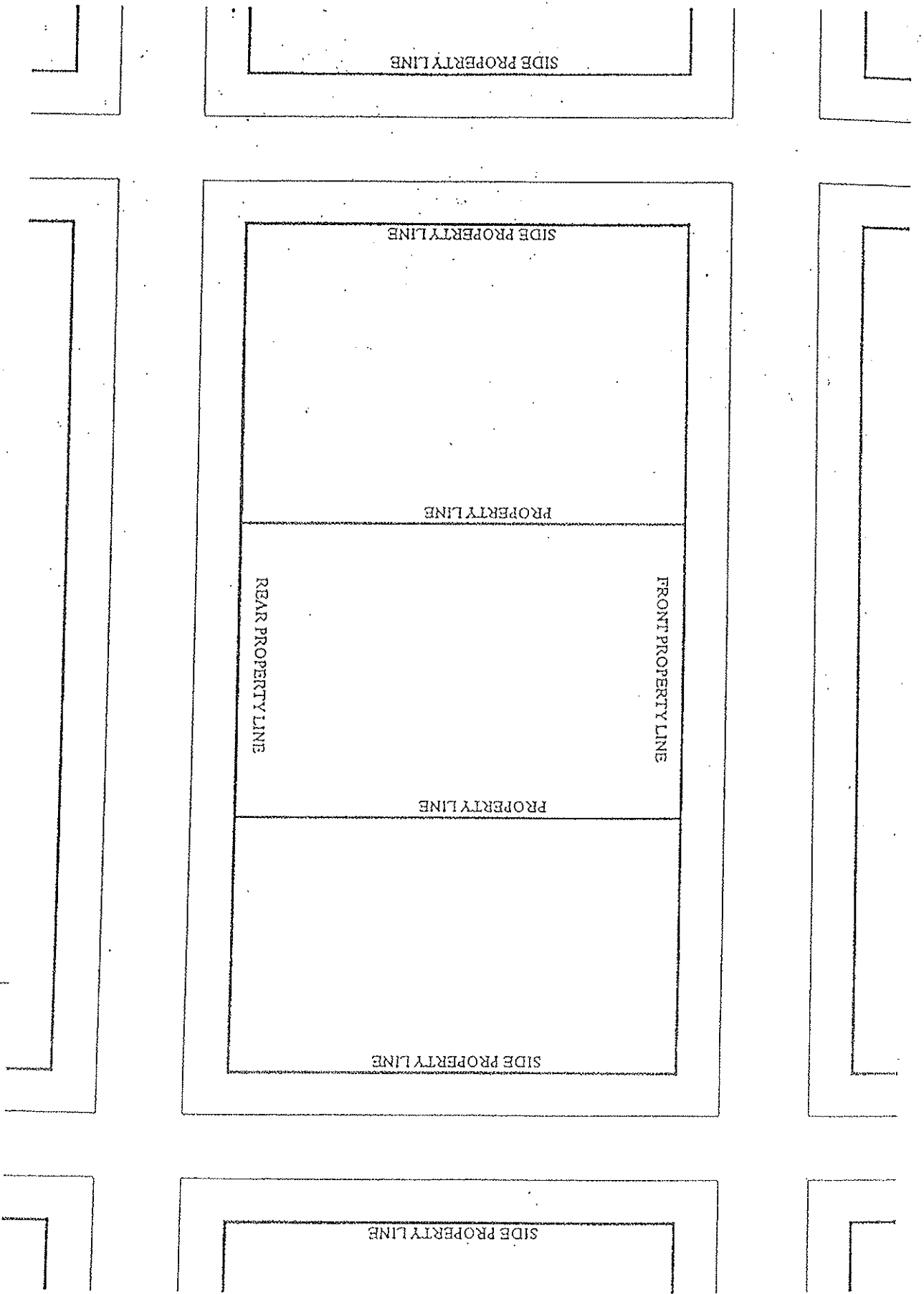
Signature _____

DRAW LOCATION OF PROPOSED CROSSOVER ON REVERSE SIDE OF THIS FORM

Approved:

Bureau of Engineering

Bureau of Traffic Planning & Control



Date: _____

*** Warrant of Survey # _____
Work Order # _____

CITY OF ALLENTOWN, PA

HANDICAP RAMP APPLICATION

Department of Public Works

CITY OF ALLENTOWN
BRIDGEWORKS
641 SOUTH 10TH STREET 3RD FLR
ALLENTOWN PA 18103-3173

Gentlemen:

I hereby request permission to construct _____ handicap ramp(s) in the width of
_____ feet. Location: _____

Owner/Agent

Mailing Address (owner)

City, State and Zip Code

Area Code - Phone Number

*** IF CONTAINED WITHIN 1 - 10 FOOT SECTION A WARRANT OF
SURVEY WILL NOT BE REQUIRED.

DRAW LOCATION OF PROPOSED HANDICAP RAMP ON REVERSE SIDE

APPROVED:

Bureau of Engineering Date

Traffic Engineer Date

Curb

Curb

Curb

Curb

Curb

SIDE PROPERTY LINE

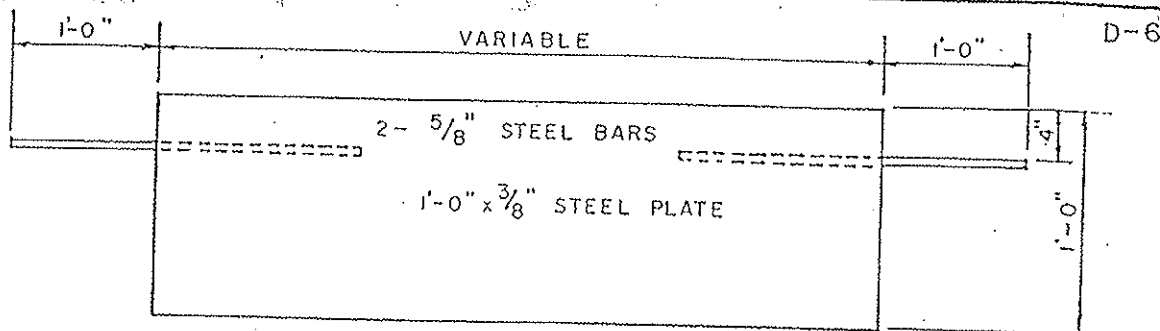
PROPERTY LINE

PROPERTY LINE

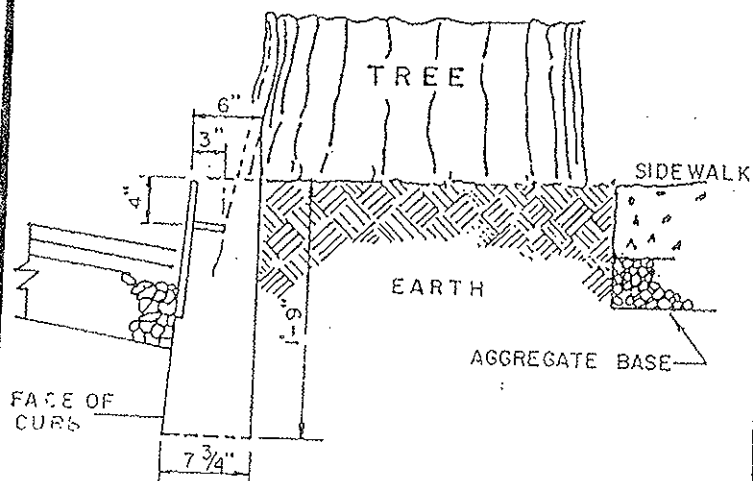
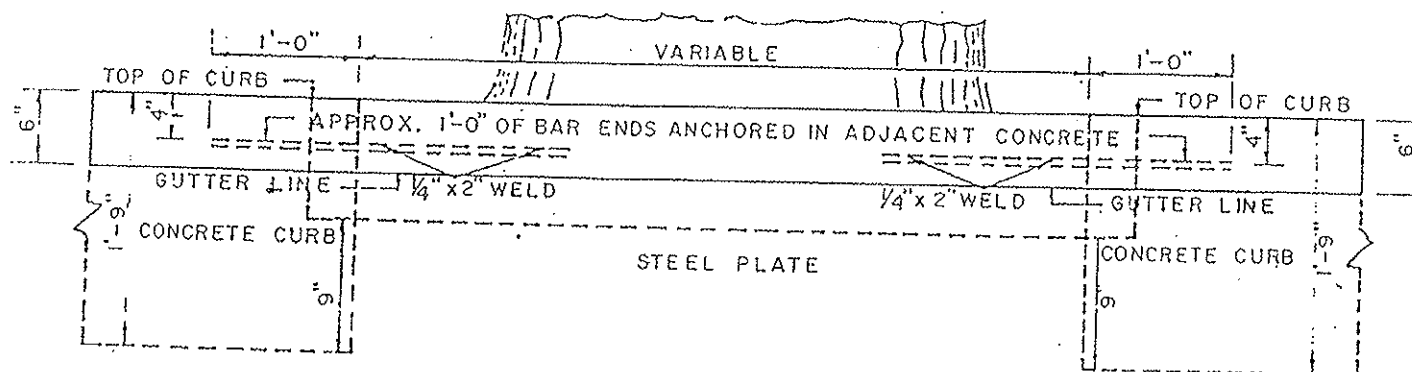
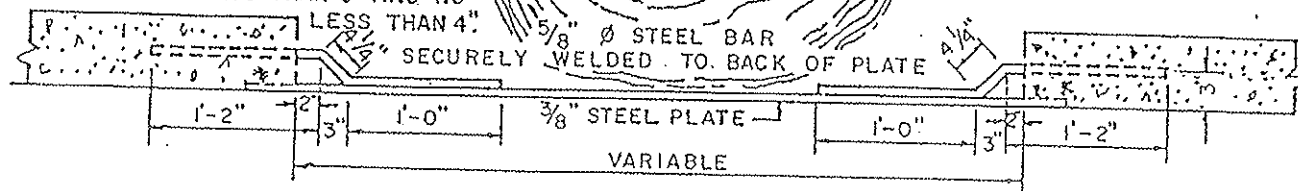
SIDE PROPERTY LINE

FRONT PROPERTY LINE

REAR PROPERTY LINE



* NOTE: PLATE SHALL OVERLAP CURB BY NOT MORE THAN 6" AND NO LESS THAN 4".



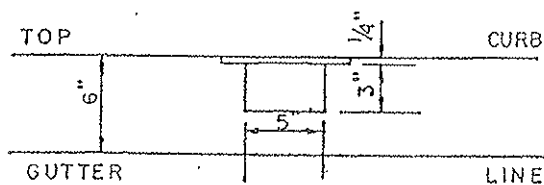
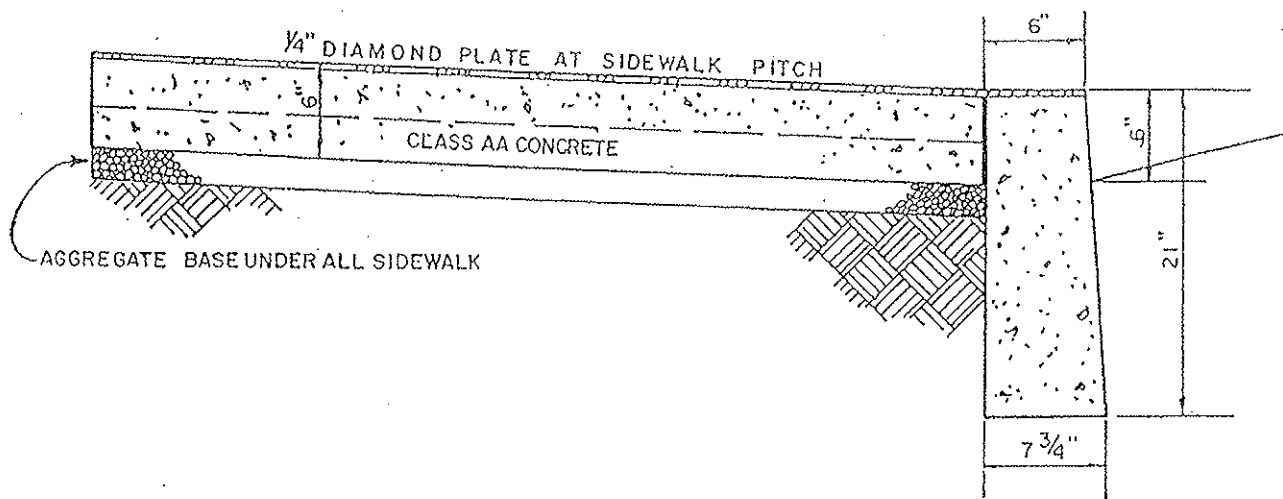
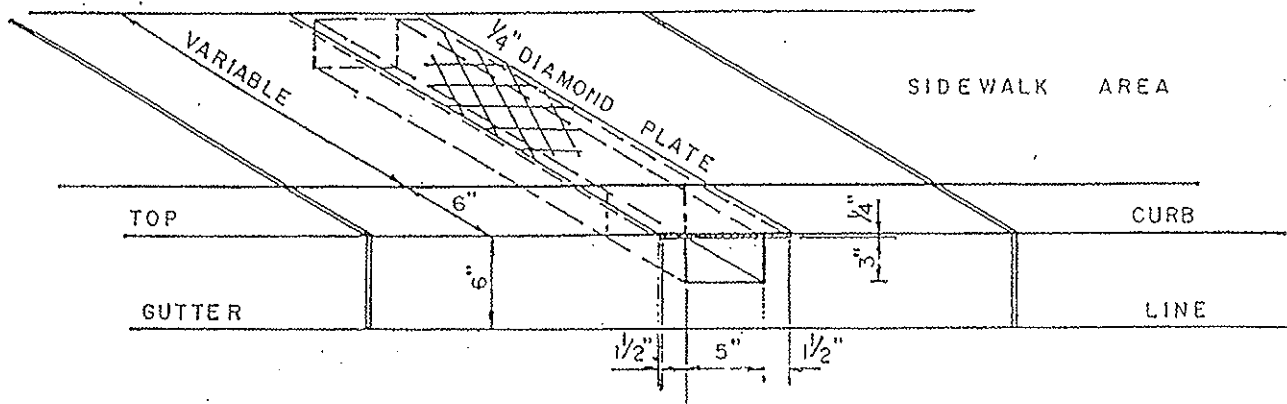
CITY OF ALLENTOWN, PA.
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

STANDARDS
FOR
STEEL TREE PLATES

DEPARTMENT DIRECTOR
NEAL E. KERN

REV. 2/5/93
REV. 1/6/82
REV. 4/30/81
REV. 3/2/81
REV. 8-1-1980
REV. 1/17/75
REV. 1-3-73

FILE NO. 1351 ACC. NO. 1292

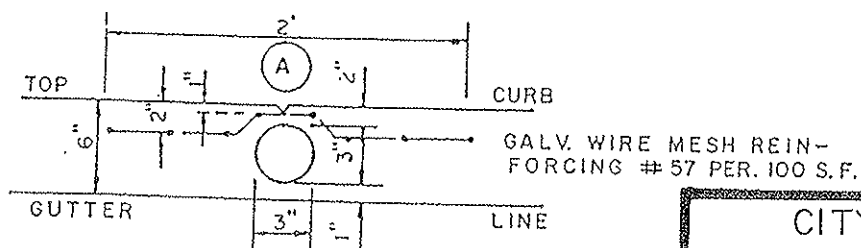
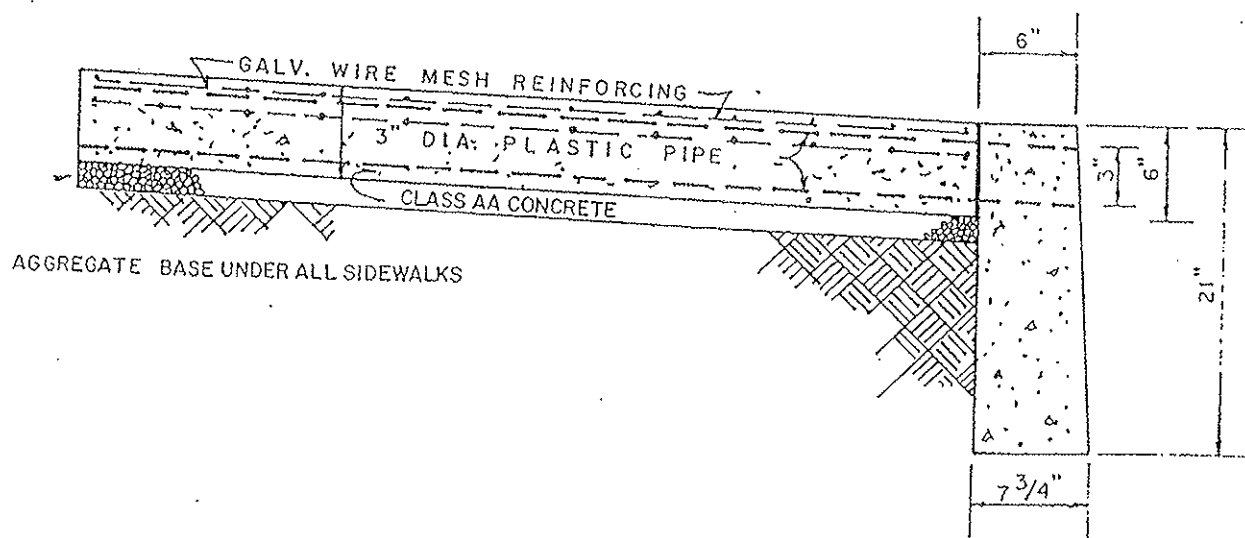
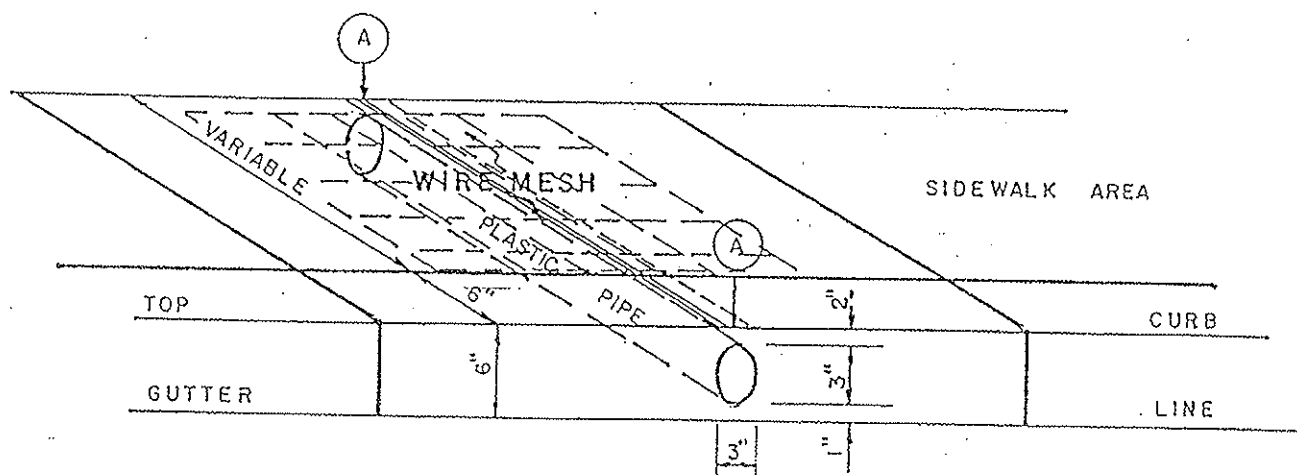


CITY OF ALLENTOWN, PA.
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING

STANDARDS
 FOR
 DIAMOND PLATE COVERED DRAINAGE
 IN
 SIDEWALK AREA

DEPARTMENT DIRECTOR.
 NEAL E. KERN

REV. 2/5/93
 REV. 3/2/81



NOTE:

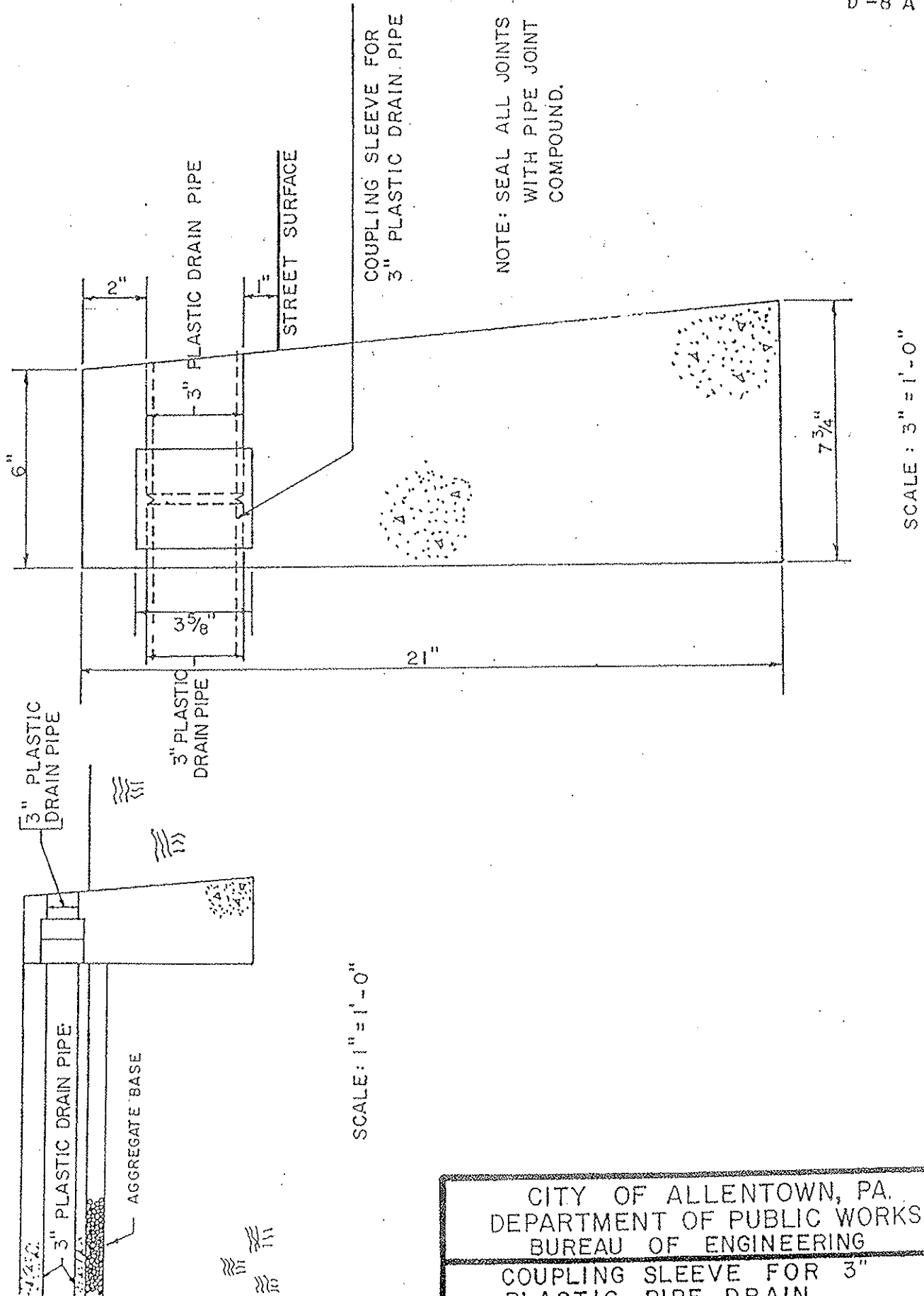
(A)
A FAKE JOINT SHALL BE MADE
ALONG CENTER LINE OF PIPE FROM
FACE OF CURB TO BACK EDGE
OF SIDEWALK AND/OR BUILDING.

CITY OF ALLENTOWN, PA.
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

STANDARDS
FOR
3" PLASTIC PIPE DRAIN
IN
SIDEWALK AREA

DEPARTMENT DIRECTOR
NEAL E. KERN

REV. 2/5/93
REV. 3-2-81
REV. 1-17-75
REV. 1-3-73

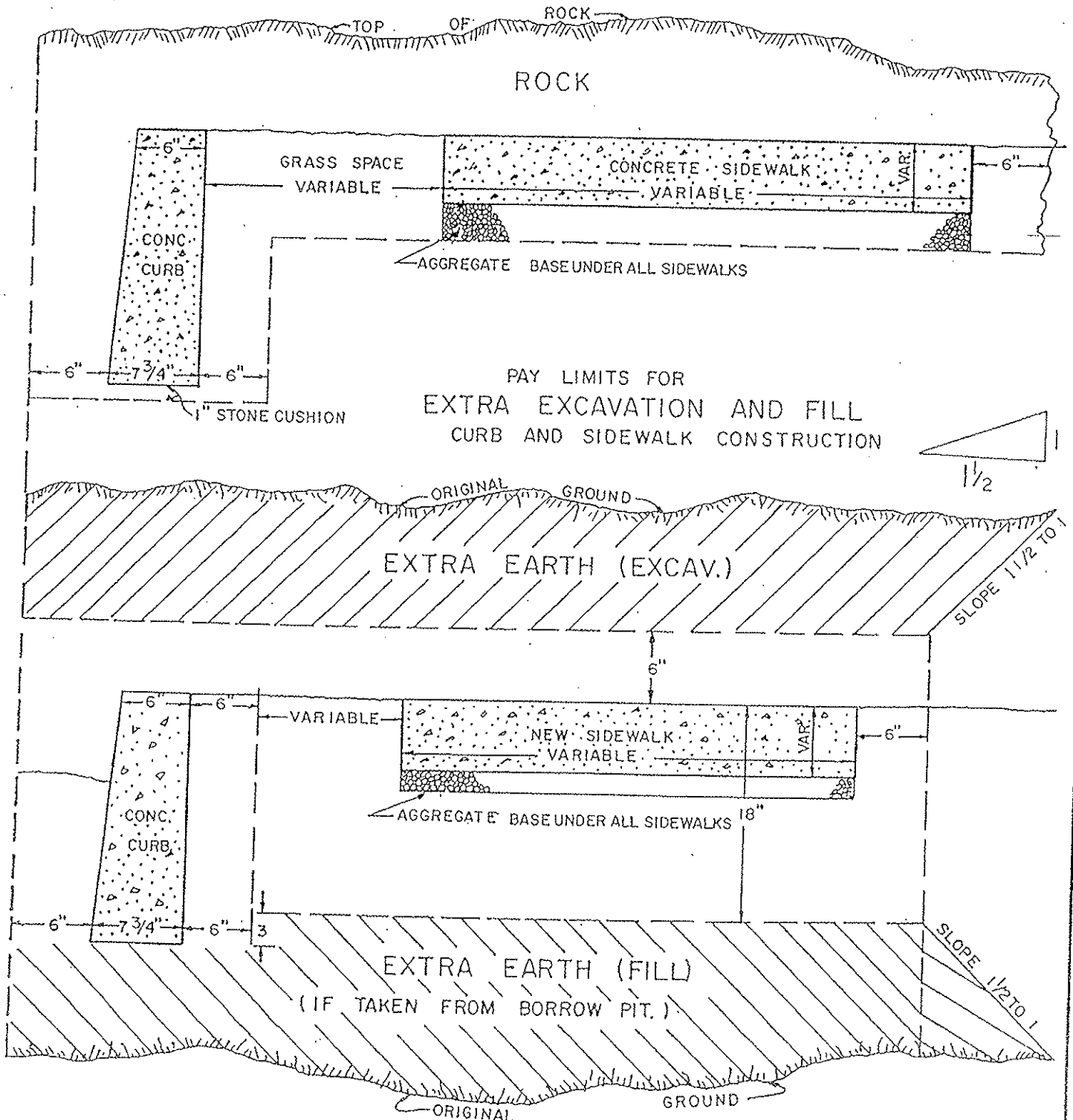


REV. 2 / 5 / 93
 REV. 4 / 30 / 81
 REV. 3 / 2 / 81

CITY OF ALLENTOWN, PA. DEPARTMENT OF PUBLIC WORKS BUREAU OF ENGINEERING			
COUPLING SLEEVE FOR 3" PLASTIC PIPE DRAIN			
DATE MAR. 76	SCALE AS NOTED	TRACED R. J. Z.	DEPT. DIRECTOR NEAL E. KERN
			PAVING ENGINEER HAROLD E. NEFF

PLAN SHOWING PAY LIMITS
FOR ROCK EXCAVATION
CURB AND SIDEWALK CONSTRUCTION

D-9



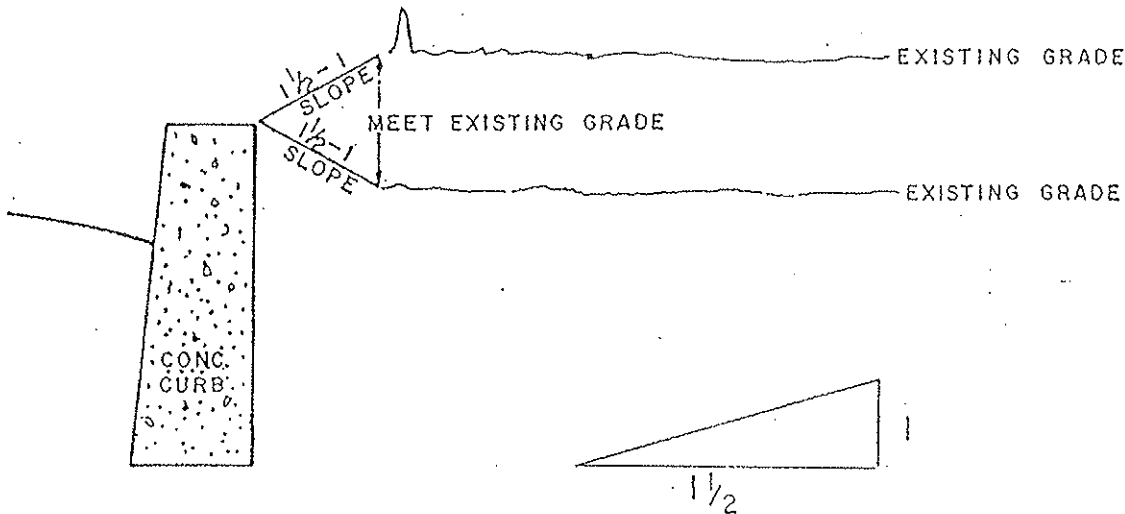
CITY OF ALLENTOWN, PA.
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

EXCAVATION FOR
CURB & SIDEWALK CONSTRUCTION

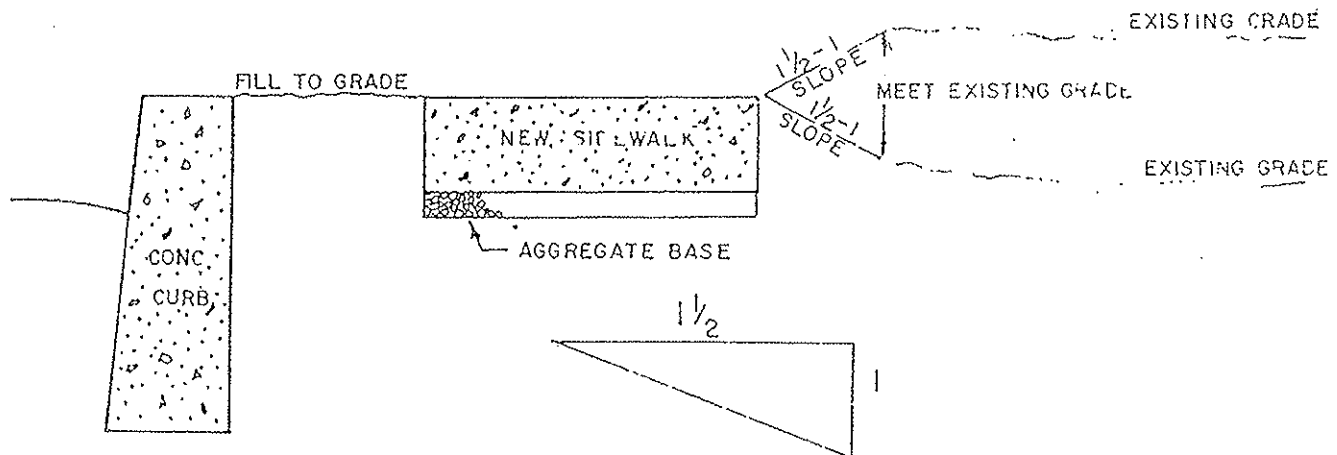
REV. 2/3/93
REV. 1/6/82
REV. 3/2/81

DATE	SCALE	DWN. BY	DEPT. DIRECTOR
1-15-73	NONE	G.E.P.	NEAL E. KERN
			PAVING ENGINEER
			HAROLD NEFF

FINISHED GRADING WHERE ONLY CURB IS TO BE INSTALLED



FINISHED GRADING WHERE CURB AND SIDEWALK ARE TO BE INSTALLED



NOTE:

THIS WORK SHALL BE DONE UNDER THE SUPERVISION OF THE ENGINEER OR HIS APPOINTED REPRESENTATIVE.

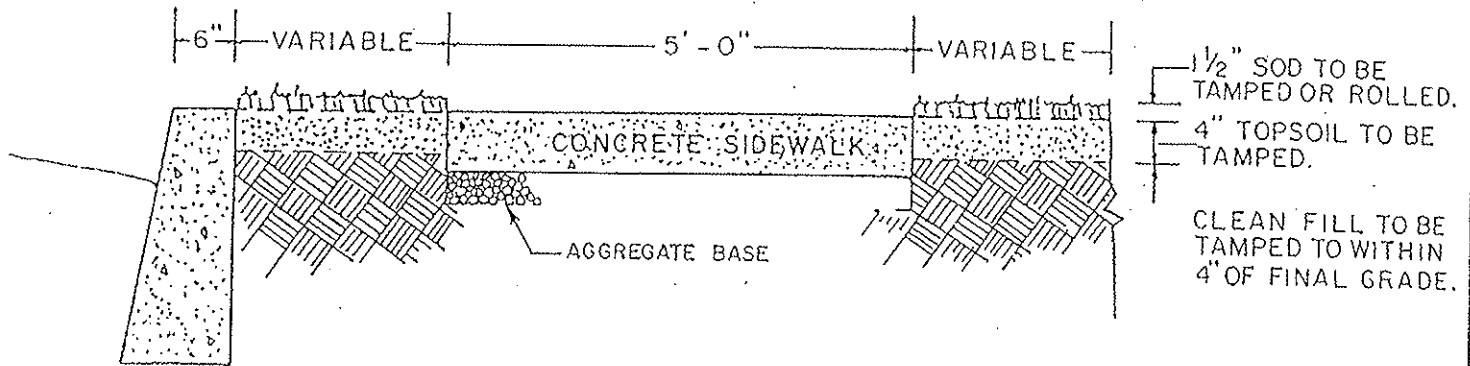
THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE OF THE CURB AND/OR SIDEWALK INSTALLATION. WHERE EXTENSIVE CUTTING OR FILLING IS REQUIRED.

CITY OF ALLENTOWN, PA.
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

TYPICAL SECTION
FINAL GRADING ON
CURB & SIDEWALK INSTALLATION

REV. 2/5/93
REV. 4/30/81
REV. 3/2/81

DATE	SCALE	DWN. BY	DEPT. DIRECTOR
1-3-75	NONE	R. J. Z.	NEAL E. KERN
			PAVING ENGINEER
			HAROLD NEFF



SOD: (CULTIVATED)

THE CONTRACTOR SHALL INSTALL SOD AS DIRECTED BY THE ENGINEER.

THE AREA TO BE SODDED, SHALL BE BACKFILLED AND TAMPED TO WITHIN 4" (INCHES) OF THE FINAL GRADE.

TOPSOIL (4" DEPTH) SHALL BE PLACED, TAMPED AND SHALL MEET THE EXISTING GRADES.

WHEN ALL PREPARATION WORK HAS BEEN COMPLETED, SOD SHALL BE PLACED AND TAMPED OR ROLLED LIGHTLY, TO SET THE SOD AND GIVE GOOD SOIL CONTACT.

ONCE THE SOD HAS BEEN PLACED, THE PROPERTY OWNER HAS THE TOTAL RESPONSIBILITY TO MAINTAIN THE PROPER MOISTURE SO THAT THE ROOTING CAN TAKE PLACE.

CITY OF ALLENTOWN, PA.
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SODDING

REV. 2/5/93
REV. 1/6/82
REV. 5/1/81
REV. 3/2/81

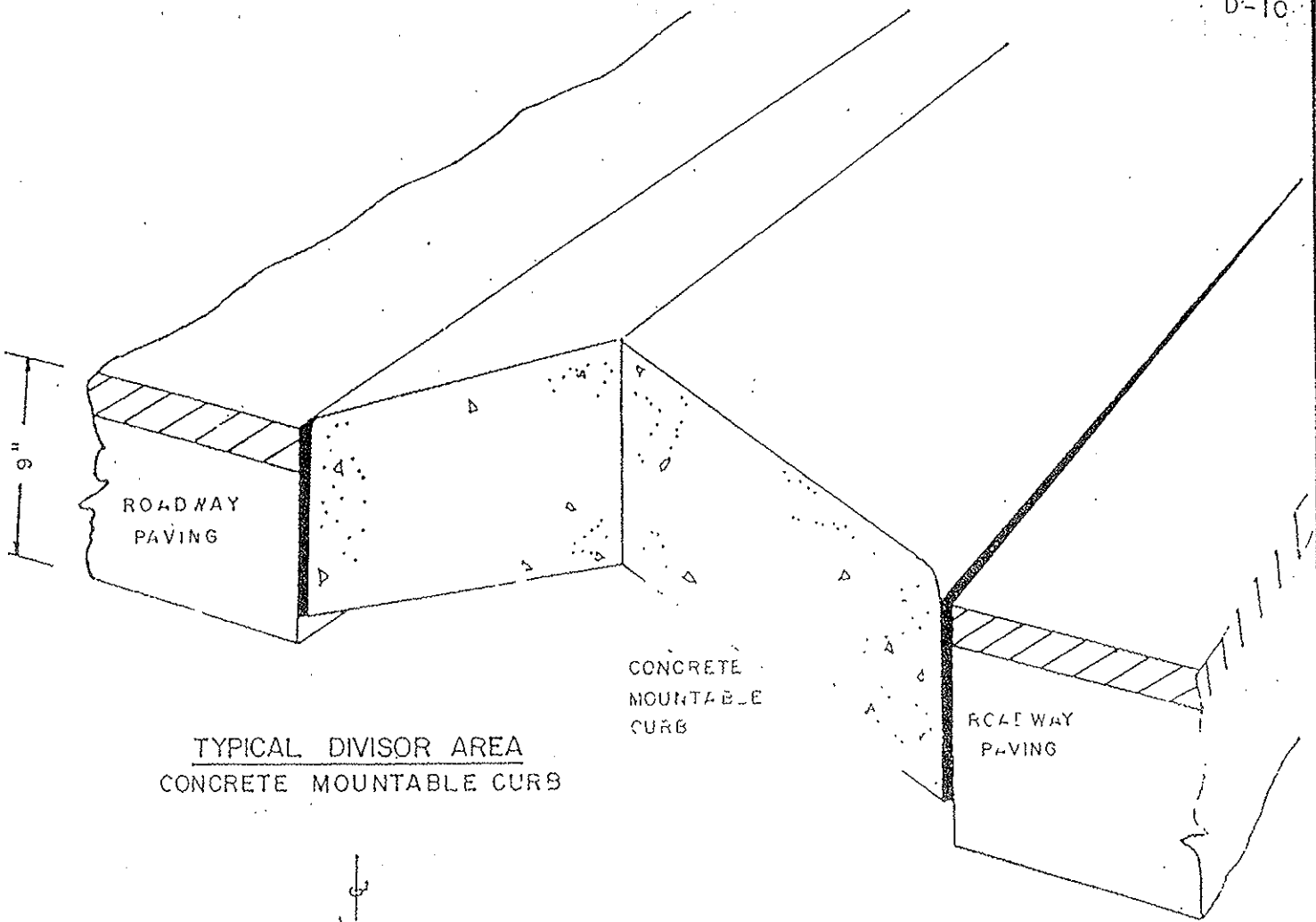
DATE
1-17-78

SCALE
NONE

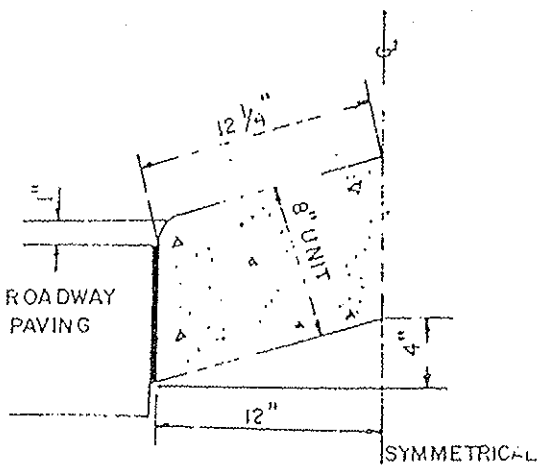
DWN. BY
R. J. Z.

DEPT. DIRECTOR
NEAL E. KERN

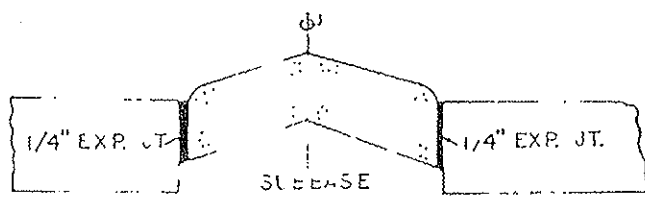
PAVING ENGINEER
HAROLD NEFF



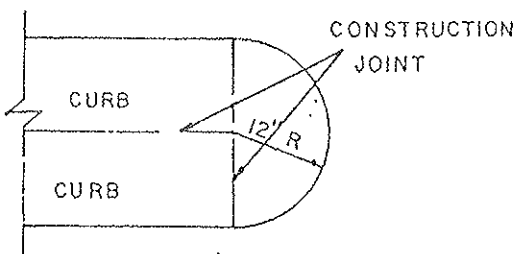
TYPICAL DIVISOR AREA
CONCRETE MOUNTABLE CURB



CONSTRUCTION
CONCRETE MOUNTABLE CURB



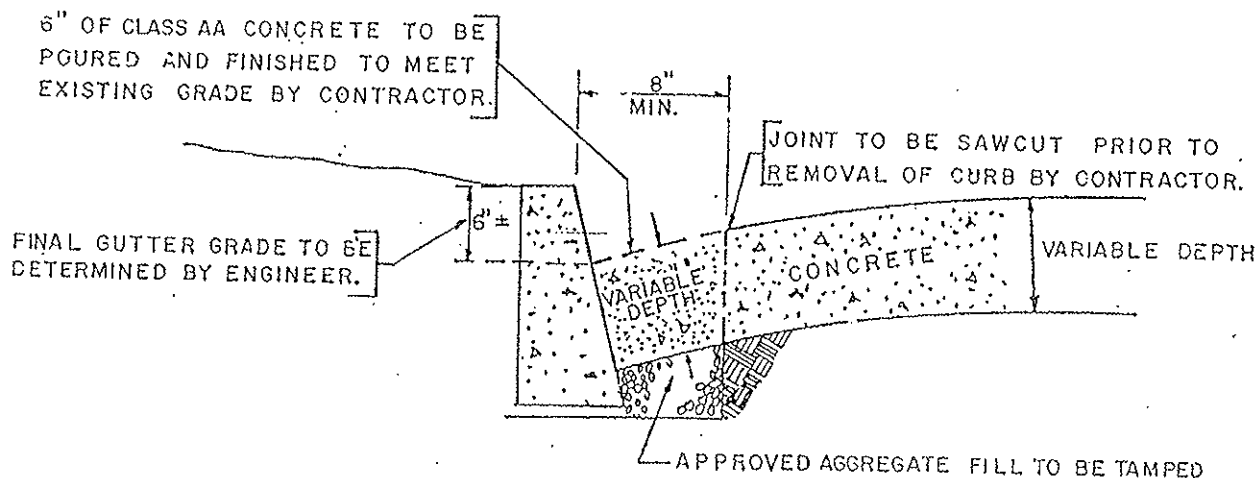
TYPICAL CONSTRUCTION
CONCRETE MOUNTABLE CURB



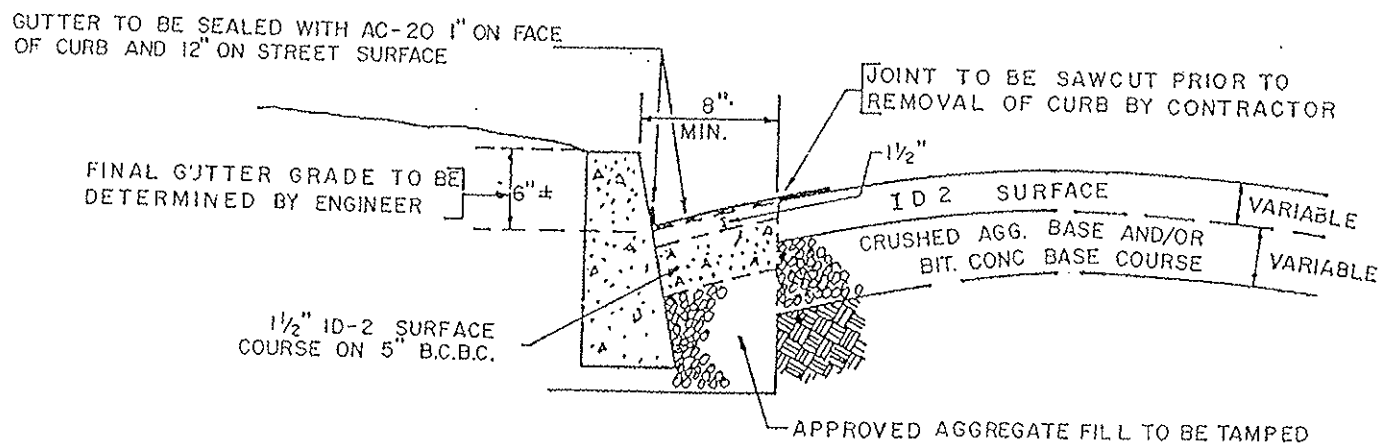
END DETAIL
CONCRETE MOUNTABLE CURB

CITY OF ALLENTOWN DEPARTMENT OF PUBLIC WORKS			
CONCRETE MOUNTABLE CURB DIVIDER			
REV. 3/2/81	DATE FEB., 74	NO. SCALE	DWN. BY L. M. D.
DEPT. DIR. NEAL E. KERN		PAV. ENG. HAROLD NEFF	

STREET RESTORATION OF CONCRETE STREETS



STREET RESTORATION OF BITUMINOUS STREETS



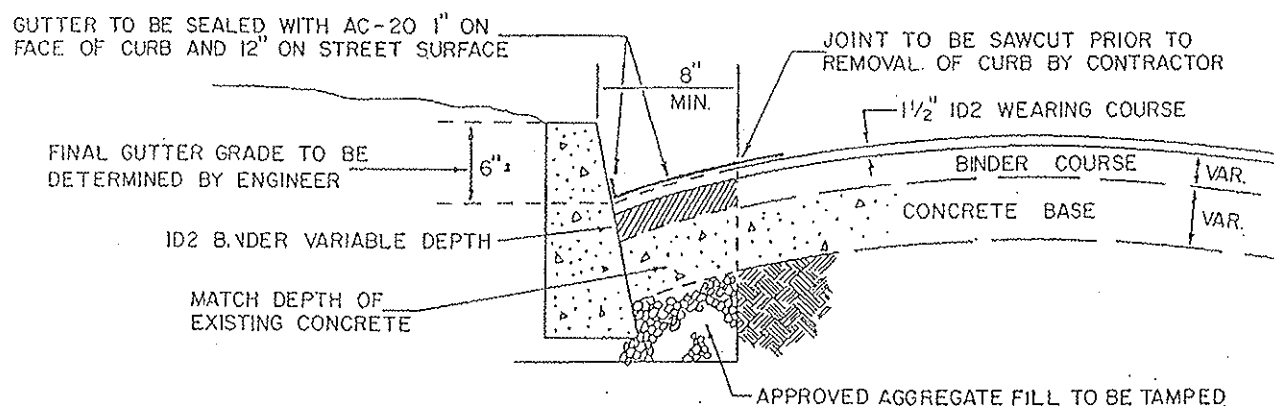
CITY OF ALLENTOWN, PA.
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

STANDARDS
FOR
BITUMINOUS AND CONCRETE
STREET RESTORATION

REV. 2/5/93
REV. 2/16/88
REV. 1/6/82
REV. 3/2/81

DATE 1/17/75	DWN. BY R. J. Z	DEPT. DIRECTOR NEAL E. KERN
SCALE NONE	CHK'D BY H. E. N.	PAVING ENG. HAROLD E. NEFF

STREET RESTORATION OF CONCRETE BASE/ BITUMINOUS SURFACE STREETS



CITY OF ALLENTOWN, PA.
DEPT. OF PUBLIC WORKS

STANDARDS FOR
CONCRETE BASE
BITUMINOUS SURFACE
STREET RESTORATION

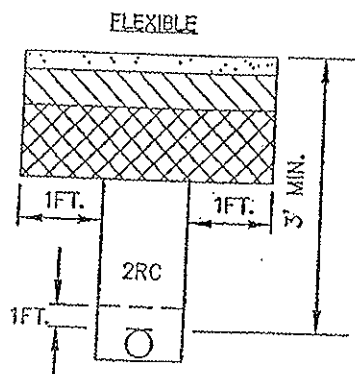
DATE
2/16/88

SCALE
NONE

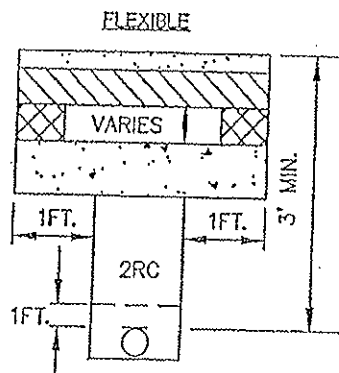
DRW. BY: J.I.
CHK. BY:

REV. 2/5/93

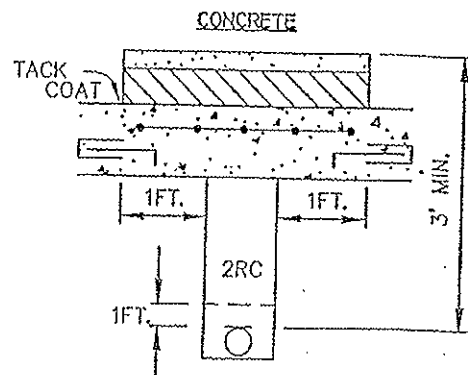
PAVEMENT RESTORATION METHODS



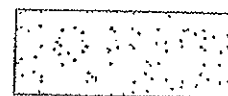
90 DAY METHOD
459.8 (h) (2)



IMMEDIATE METHOD
459.8 (h) (1)



STANDARD RC-26
459.8 (h) (j)



1" MIN. ID-2 WEARIN



1-1/2" ID-2 BINDER (MIN.)

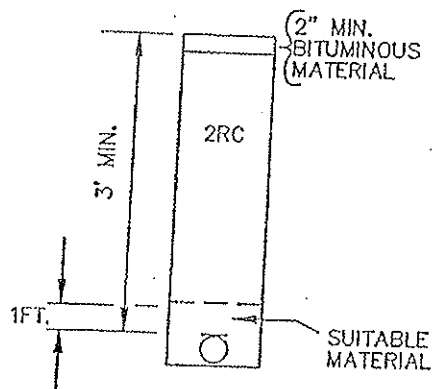


5" MIN. B.C.B.C.



8" HES CONCRETE (MIN.)

TEMPORARY RESTORATION



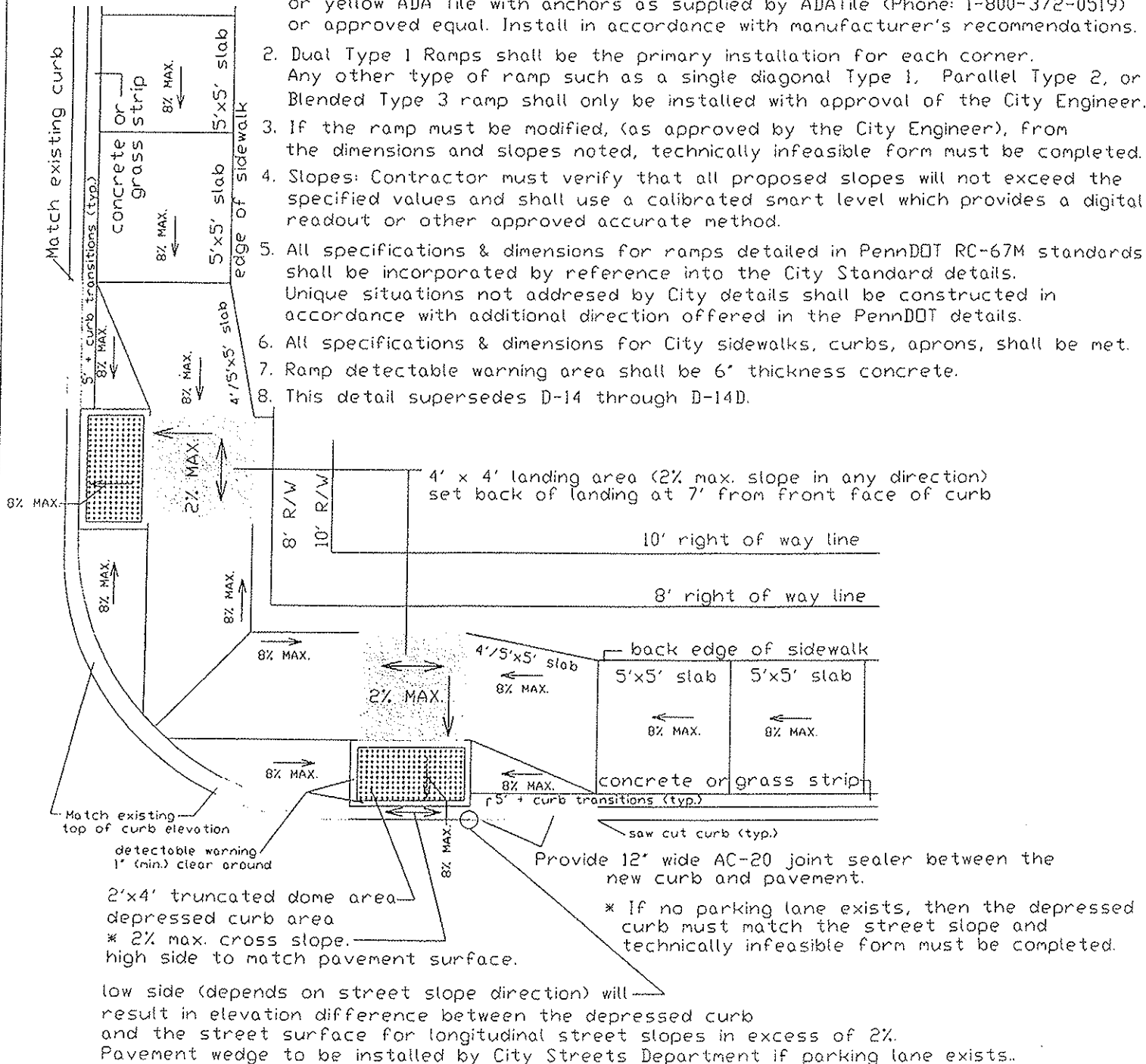
CITY OF ALLENTOWN, PA.
DEPT. OF PUBLIC WORKS
BUREAU OF ENGINEERING

STANDARDS FOR
BITUMINOUS AND CONCRETE
STREET RESTORATION

DATE	SCALE	DWN. BY	DEPT. DIRECTOR
4/24/98	NONE	NJM	NEAL E. KERN
			PAVING ENGINEER
			HAROLD NEFF

DOUBLE CURB CUT RAMP
(USE WHEN NO OBSTRUCTIONS / INLET)
N.T.S.

1. Detectable warnings: Contractor may use yellow EZ Set tile with anchors as supplied by Detectable Warning Systems, Inc. (Phone: 1-866-999-7452) or yellow ADA Tile with anchors as supplied by ADA Tile (Phone: 1-800-372-0519) or approved equal. Install in accordance with manufacturer's recommendations.
2. Dual Type 1 Ramps shall be the primary installation for each corner. Any other type of ramp such as a single diagonal Type 1, Parallel Type 2, or Blended Type 3 ramp shall only be installed with approval of the City Engineer.
3. If the ramp must be modified, (as approved by the City Engineer), from the dimensions and slopes noted, technically infeasible form must be completed.
4. Slopes: Contractor must verify that all proposed slopes will not exceed the specified values and shall use a calibrated smart level which provides a digital readout or other approved accurate method.
5. All specifications & dimensions for ramps detailed in PennDOT RC-67M standards shall be incorporated by reference into the City Standard details. Unique situations not addressed by City details shall be constructed in accordance with additional direction offered in the PennDOT details.
6. All specifications & dimensions for City sidewalks, curbs, aprons, shall be met.
7. Ramp detectable warning area shall be 6' thickness concrete.
8. This detail supersedes D-14 through D-14D.



CITY OF ALLENTOWN
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

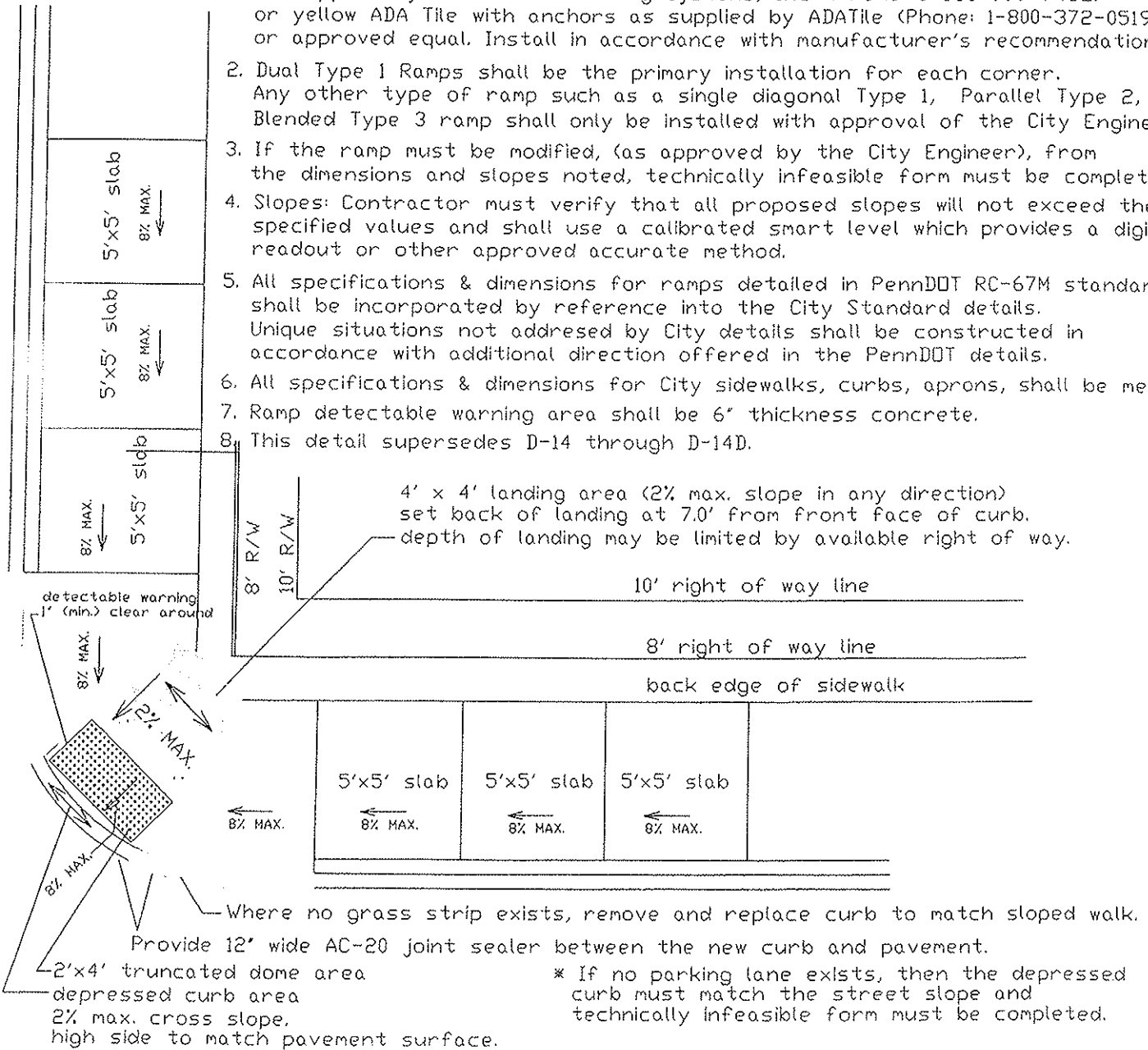
GUIDE LINE FOR HANDICAP RAMPS

DATE: 2/19/09	NO SCALE	DRAWN BY: M.S.G.	DEPT. DIRECTOR RICHARD YOUNG, P.E.
			ASSISTANT CITY ENGINEER MARK S. GEDSITS, P.E.

SINGLE CURB CUT RAMP

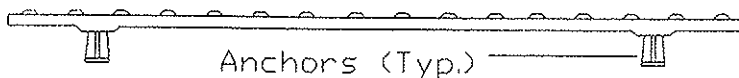
(USE WHEN OBSTRUCTIONS PREVENT USE OF DUAL PERPENDICULAR TYPE 1 RAMPS)
N.T.S.

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8. This detail supersedes D-14 through D-14D.



low side (depends on street slope direction) will
result in elevation difference between the depressed curb
and the street surface for longitudinal street slopes in excess of 2%.

Detectable Warnings - Section View



CITY OF ALLENTOWN
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

GUIDE LINE FOR HANDICAP RAMPS

DATE:
2/19/09

NO SCALE

DRAWN BY:
M.S.G.

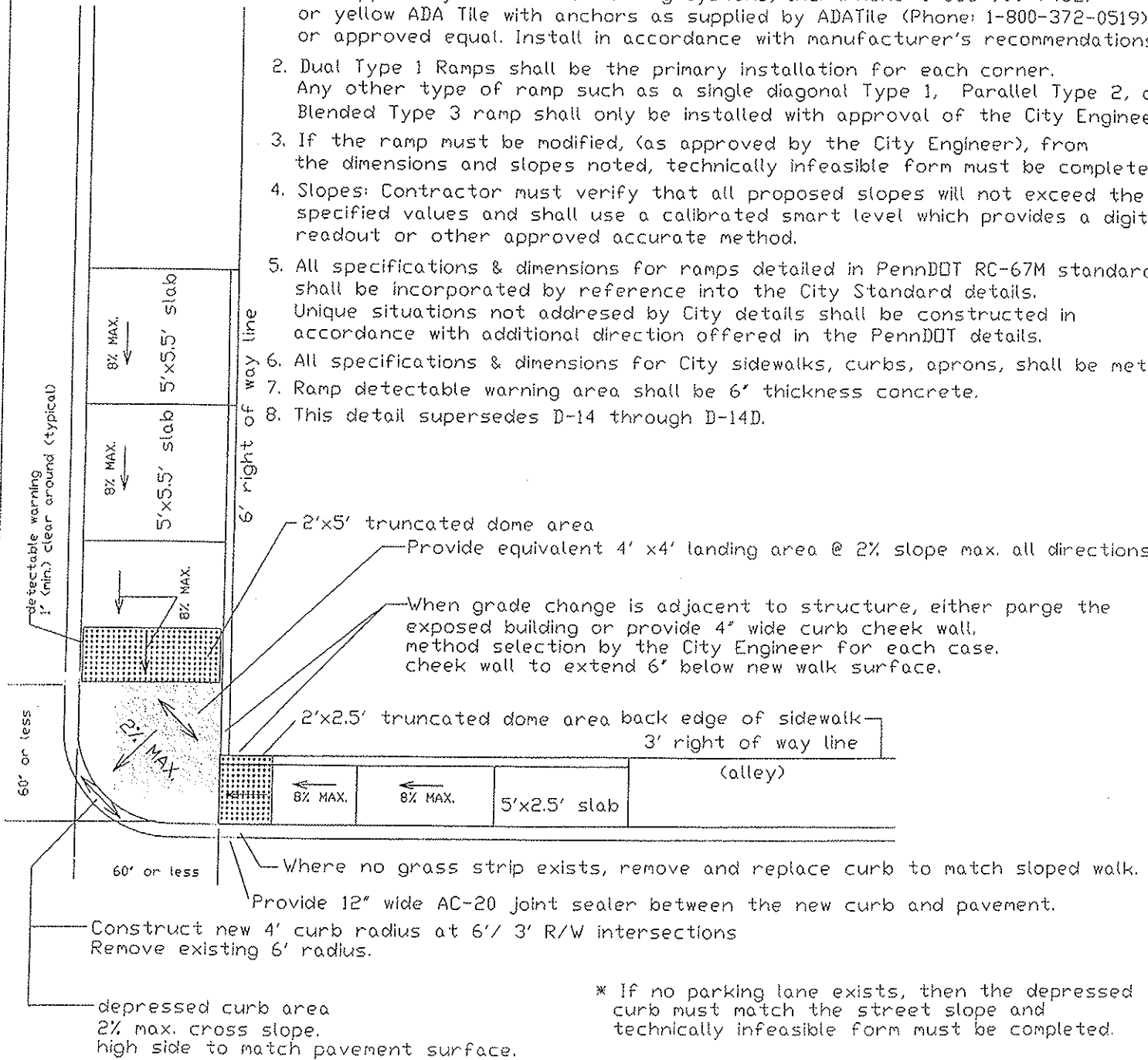
DEPT. DIRECTOR
RICHARD YOUNG, P.E.

ASSISTANT CITY ENGINEER
MARK S. GEDSITS, P.E.

SINGLE CURB CUT RAMP

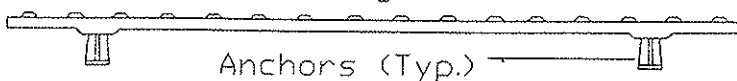
(USE WHEN OBSTRUCTIONS PREVENT USE OF DUAL PERPENDICULAR TYPE 1 RAMPS)
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Detectable Warnings - Section View



CITY OF ALLENTOWN
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

GUIDE LINE FOR HANDICAP RAMPS

DATE: 2/19/09	NO SCALE	DRAWN BY: M.S.G.	DEPT. DIRECTOR RICHARD YOUNG, P.E.
			ASSISTANT CITY ENGINEER MARK S. GEDSITS, P.E.

TRIPSTOP™

Articulating Sidewalk Joint System

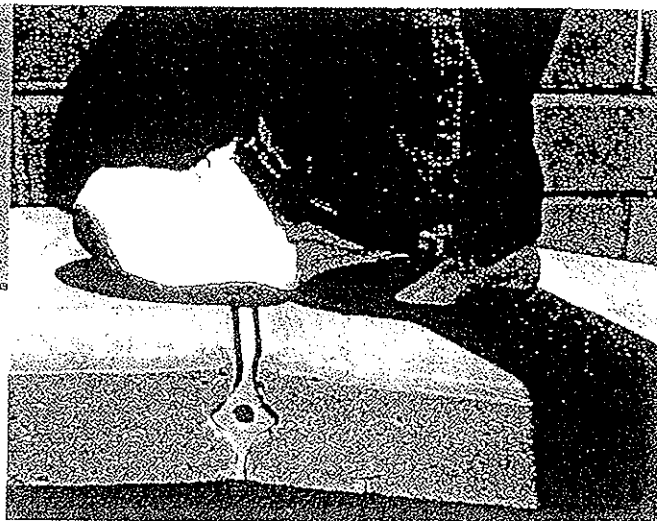
TripStop™ prevents trip hazards from uneven sidewalks

TripStop Creates Safer Sidewalks – Controls misaligned and displaced sidewalk slabs, preventing trip hazards greater than 1/4" as defined by the Americans with Disabilities Act.

TripStop Saves Costs – Contractors save because installation and finishing are faster with TripStop; it works both as an expansion and control joint. Cities save because future maintenance costs are avoided.

TripStop Preserves Mature Trees – TripStop moves dynamically with tree roots ensuring sidewalk integrity and protecting trees from the extreme step of root trimming.

TripStop Benefits the Environment – TripStop is an environmentally green product because it is recyclable and preserves urban trees. The service life of the sidewalk is extended, which means: less waste from construction activity, and fewer greenhouse gas emissions from service vehicles.



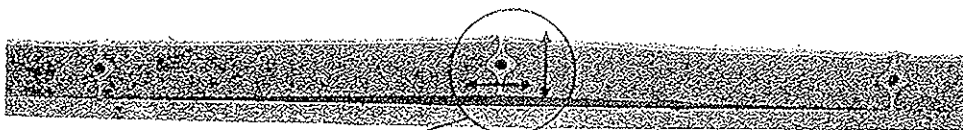
For purchase inquiries, contact:

Dave Murray - VP Sales & Marketing
Access Products Inc.

Tel (888) 679-4022
dmurray@accesstile.com



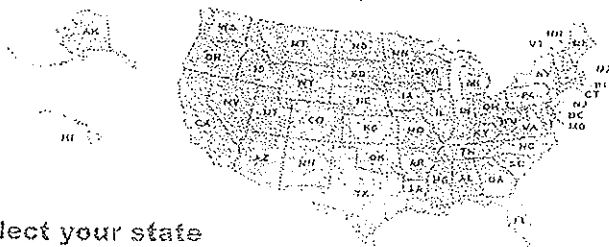
TripStop is the long-term solution for city sidewalk maintenance. It is a preventative strategy whenever dangerous sidewalks need to be replaced; it minimizes tripping injuries and potential legal liability.



The TripStop joint allows sidewalk slabs to move uniformly with tree root growth, soil movement, and soil expansion without creating a trip hazard.

www.us.tripstop.net

Contact Us - Distributors - Pennsylvania



Please select your state

David Murray
Vice President Sales & Marketing
Access Products Inc.

241 Main St., Suite 100,
Buffalo, New York 14203

T: (888) 679-4022
C: (716) 474-2462
F: (877) 679-4022

E-mail: dmurray@accessfile.com



Download the TripStop Data Sheet PDF
English | En español

TRIPSTOP
Adjustable Sidewalk Joint System

TripStop prevents
trip hazards from
uneven sidewalks

TripStop is a non-invasive, portable and
flexible method for leveling or shaping
pavement surfaces. The TripStop system is
designed to be used in a variety of
situations.

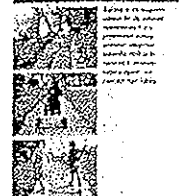
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Installation Guide

Download the TripStop Installation Instructions PDF
English | En español

Tree roots cause damage to the sidewalks. The concrete can be replaced but the roots will still grow and cause more damage. With TripStop, it can be done. TripStop is a unique product that goes in-between the sidewalk and the tree roots.

First the damaged concrete is removed, then the ground is prepared for the TripStop to be placed. Finally, fresh concrete is poured over. The result is a safer and better looking sidewalk. Install TripStop today!

TripStop must:

- Be installed by an installer that has received certified installation training by Access Products Inc.
- Be placed in the concrete at 90 degrees to the finished surface and must not be allowed to deviate by more than 5 degrees as illustrated.
- Run the full depth and width of the slab and must finish flush with the surface of the finished concrete. TripStop™ can have up to 1/4" or 6mm clearance at each end to allow for an edging tool to be passed without interruption. Where the TripStop™ is below the finished surface an edging tool must be passed either side to form an arris or sharp edge detail.
- Never be higher than the surface of the finished sidewalk.
- Be level with the sub-base using the bottom of TripStop™ as a guide so that there are no voids underneath TripStop™.
- Be supported uniformly on both sides of TripStop™ when pouring concrete to keep it securely at a 90 degree angle to the sub-base.

Important Note: TripStop™ is recommended as a device to minimize concrete slab displacement. Access Products Inc. does not warrant or guarantee that TripStop will absolutely prevent slab displacement in all situations and under all circumstances as its performance will vary due to such things as gross disruption to concrete slabs caused by non-standard usage, excessively reactive soil conditions, poor installation methodology and other factors.

The solution to aggressive trees causing displacement in concrete sidewalks

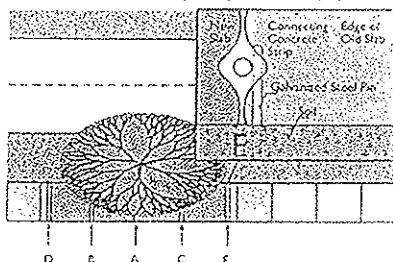
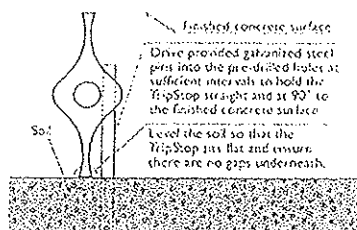
TripStop™ should be installed at intervals equivalent to the width of a sidewalk, for the entire area of the sidewalk that is located within the drip line.

Ideally the TripStop™ sections should be positioned directly above the most aggressive tree roots. Where the aggressive tree roots are not obvious, or are being removed, then TripStop section (A) should be placed in the line with the center of the trunk of the tree. TripStop sections (B) and (C) protect at the drip line which is the most active area.

(D) and (E) are the optional [but recommended] finishing pieces that will allow the adjacent slabs to be linked in the future.

If, in the future, the adjacent slabs become displaced, simply remove them along with the connecting concrete strip, 6" or 15 cm wide (call-out E in image). This will leave (D) and (E) in position and ready to connect to the new slabs. Pour away, again finishing with TripStop sections and connecting concrete strips at the extremities.

Cutting TripStop™



Download the TripStop Data Sheet PDF
English | En español

TRIPSTOP
Anchoring Sidewalk Joint System

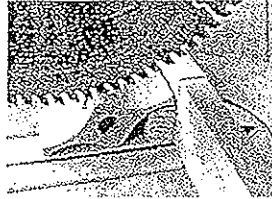
TripStop prevents trip hazards from uneven sidewalks

TripStop creates a new sidewalk joint by preventing the concrete from being displaced by aggressive tree roots. The TripStop system is installed in the concrete at a 90 degree angle to the finished surface. The TripStop system is made of galvanized steel and is designed to last for many years. The TripStop system is a unique product that is not available anywhere else.



TripStop™ is made from an engineered polymer, and can be cut on-site using a sharp fine hand saw with 10 or more teeth to the inch. A hack saw with a coarse cut blade is also suitable.

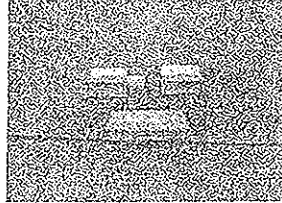
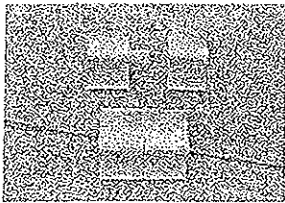
TripStop™ may be cut with a combination saw or drop saw or a docking saw provided that a fine tooth finishing blade is used. In this operation the TripStop™ must be laid flat and firmly against the fence of the saw. The underside of the profile facing the fence must be supported to the extent that the bottom edge facing the operator sits firmly on the table of the saw. The whole profile must be below the top of the fence at all times.



Caution. TripStop™ must never be cut with a chain saw, a hand held portable power saw or with a blade used for ripping. If in doubt use hand operated saws. Full personal protective equipment must be worn including leather gloves, eye and hearing protective gear. A full face mask is preferable to goggles. Pieces of TripStop™ less than 4" or 100 mm must never be cut using power equipment.

Joining TripStop™

TripStop™ can be joined if needed by inserting a 3" x 5/8" or 75mm x 15.8mm length of suitably shaped and fitted wooden dowel into the center holes as shown below. Caution should be used when using power tools as TripStop™ is hard and should be supported properly with a fence used on the saw. It is acceptable to cut a short length from a length greater than 12" or 305mm but cutting from lengths shorter than 12" or 305mm should be avoided. TripStop™ is easily drilled if an additional hole is required to secure the joined section. Use a drill with a 1/4" or 6mm spaded steel cutting bit.



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